

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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JANUARY 1956





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JANUARY 1956

Navpers-O

NUMBER 467

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● **FRONT COVER:** SIGNALMEN must make rapid conversation. QMSN Valderotti on board USS Sierra (AD 18) keeps his semaphore vocabulary in shape by talking to destroyers that come alongside for repairs.

● **AT LEFT:** UNDER A GRAY SKY AT NORFOLK NAVY YARD. Side cleaners secure scaffold to pad eye on USS Tidewater (AD 31) in foreground, as crew of USS Everglades (AD 24) turns to for maintenance and repair job on USS Ross (DD 563) and two other destroyers.

● **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

Sailors PusN

THE TUGBOAT SKIPPER sounded a short blast on the whistle, gave the wheel a quick spin and shouted an order to a deckhand—all at the same instant. "Sure," he said, smiling, "operating a tug is just about like driving a car."

"Driving" a 110-foot-long tug and taking care of his eight-man crew are the principle duties of Arthur Cross, BMC, usn, craftmaster of the Pearl Harbor-based *uss Neoga* (YTB 263).

Making log entries, assuring himself that there are enough supplies aboard, and keeping track of commuted rations are a few of the couple dozen other incidental duties that come with the job of commanding one of the smallest, hardest working ships in the U. S. Navy.

"We're small, but we adhere to battleship standards," the chief proudly pointed out as he displayed the tug's immaculate engineroom and gleaming galley. "Actually, we're just one big happy family."

That description might well be an understatement aboard *Neoga*. During the past year, of six men completing their first enlistments, three have shipped over, two plan to re-up and one is accepting a discharge.

The family atmosphere is most



MOVING IN FOR THE PUSH, *USS Neoga* (YTB 263) approaches barge. Below: Flexing her muscles, *USS Neoga* nudges *USS Hancock* (CVA 19) into channel.



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evident when the men hash over any problems or complaints before eating their family-style meal on plates in the one-table "mess hall," then wash and dry their own dishes to relieve the cook's workload. Meals are taken together at set times and although breakfast is cooked to order, no one eats after 0630.

Everything except bakery goods is prepared aboard the tug by Robert V. Collins, CS2, USN, of Boston, Mass. Approximately eight gallons of milk and four loaves of bread are used daily.

The six-rack crew's quarters are scarcely larger than the galley, but with four men living ashore, berthing creates no problem. Cross and his chief engineer, Richard C. Frey, EN2, USN, of Long Beach, Calif., have individual quarters in the bow of the craft that might make some shipboard officers envious.

Such ideal living conditions could make tugboating sound like a snap without taking into consideration the work entailed on a ship its size.

Despite her displacement of a scant 529 tons, *Neoga* pushes and pulls some of the Navy's largest men-of-war around the harbor, her 9½-foot-long single screw turned by an engine shaft comparable in size to that of a cruiser. Maneuvering quickly about the water with a 13-foot-high rudder, she works about 100 ships a month and averages eight jobs a day.

Moving personnel barges or other powerless craft keeps the crew of *Neoga* and six other Pearl Harbor-based YTBs (named for Indian chiefs) busy, sometimes late into the night. An occasional trip to Honolulu harbor or a short voyage a few miles



TUG's SKIPPER, Chief Boatswain's Mate Arthur Cross, USN, mans the wheel keeping a watchful eye to stern as *Neoga* pulls carrier away from pier.

at sea to save a larger ship an unnecessary trip into the harbor adds variety to the routine.

Every sixth day, the ship is on a 24-hour-alert for emergency tow duties and use as a fireboat, with her four nozzles capable of pumping about 4000 gallons of water a minute.

Handling harbor craft has been the job of Chief Cross for seven years, the last five spent in tugboats. He was on board the battleship *California* during the 7 Dec 1941 attack on Pearl Harbor and is spending his second tour as craftsman of *Neoga*,

churning the waters of once-bustling "battleship row" in command of his own ship.

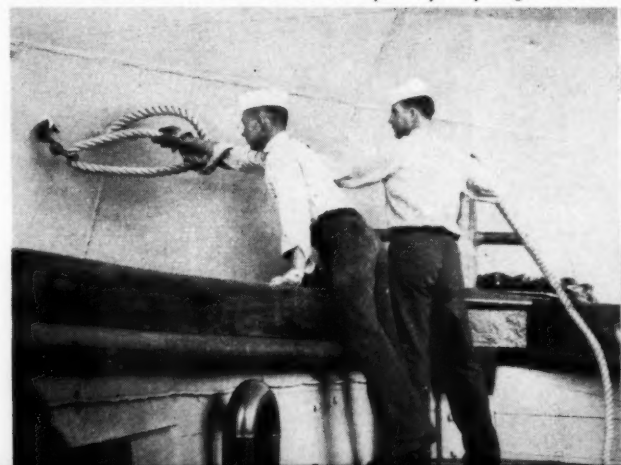
His genuine North Carolina grin and an invitation to have a cup of coffee are trademarks of the ship. A few fortunate visitors even enjoy a home-cooked meal aboard *Neoga*.

"The only thing we ask," reminded the chief as he scraped his plate and slipped it into the hot dishwater, "is that you wash your own dishes."

And who can argue with a skipper that "messcooks" himself?

—Dale Lytton, JO3, USN

LINE IS SECURED TO USS *Hancock's* pad-eye by tug's crewman. Right: Shipmates enjoy their family-style meal.





SAILORS FROM USS INTREPID visit Roman forum. Below: Italian watermelon is sampled in local cafe.



NAVYMEN TAKE TO LAND for look at historic Appian Way on Rome liberty.

Roman Holiday — Navy Style

IN DAYS OF YORE it was said that "All roads lead to Rome." Today sailors find that sea duty often leads to liberty in this ancient Italian city. So it was with Navymen and Reservists serving a three-week training cruise on board *uss Intrepid* (CVA 11) assigned to the Sixth Fleet in the Med.

While the large carrier rested at anchor off Naples new and old salts took advantage of a break in training routine, and liberty in the "Eternal City" was enjoyed by all.

Three days were spent touring the capital of Italy which is nearly 3000 years old. Highlights of the Navy-sponsored tour were visits to St. Peter's Cathedral, the largest church in the world, ruins of the Colosseum, and the old Roman Forum.

Also enjoyed by the Navymen were the numerous artistic fountains

found throughout the city as well as a walk down the Appian Way. They were surprised to find watermelon a popular dish in the colorful "trattorias" where they paused for refreshments. Perhaps the most unusual of sights in Rome was not any one thing they saw but the strange contrast of the ruins of a past civilization rising in the heart of a modern city.

A look at the ship's charts showed Rome on the same latitude with New York City, but it has a mild year-around climate, due to the warm waters of the Med, some 17 miles away to the west.

As the carrier men took a last look at the famed city with St. Peter's looming dome and the Apennine mountains watching over it, each sailor felt a little wiser and a little more salty for having seen more of the world firsthand.

TWO ON TOUR of Rome pose for photo by old fountain. Right: Ruins of Colosseum was good spot for cameras.





NAVY WIVES GET firsthand look at what hubby does at sea during 'Wive's Cruise' of USS *Shangri La* (CVA 38).

—San Diego Union Staff Photo

Navy Wives Get a Taste of Sea Duty

ALL HANDS staff members spend part of each day going through a mass of newspapers and magazines, seeking ideas for stories you'll be interested in. That's how we came across the piece below, written by Sue Seay of "The San Diego Union," a daily newspaper published by the Union-Tribune Publishing Company in San Diego.

Written from a woman's point of view, this story of a day abroad a Navy carrier impressed us as being so unusual that we obtained permission from the copyright owners to pass it along to you.

At the same time several additional reports arrived concerning Navy wives, including more one-day tours of sea duty in carriers, a family dinner in a submarine — and one about a Navy Wives Day idea which we like. Details may be found on page 7.

Here is Reporter Seay's account:

THE NAVY GAVE 300 LADIES a taste of sea duty yesterday.

Disproving the age-old sailor's superstition of women being a jinx aboard ship, the carrier *Shangri La* sailed to sea with wives jamming its gunwales.

The experimental Crew Wives' Cruise idea was originated by the skipper, CAPT Roscoe L. Newman, USN, and approved by the Chief of Naval Operations.

And according to members of the weary group of "maiden voyagers" put ashore late yesterday afternoon

after six hours at sea, the whole idea was "well done!"

After logging in on board the modernized carrier (with hurricane bow and angled flight deck) at North Island, the wives of both officer and enlisted personnel were assembled on the huge hangar deck. The VIPs (their official title for the day) were greeted by large signs warning them to "Beware of Propellers and Jet Blasts" and smaller ones hung on hatches directing them to the "Ladies Powder Room."

Forewarned, the wives were sensibly attired (this reporter was not). They came in slacks, pedalpushers, sweaters and low heeled shoes.

To familiarize the wives with their husbands' job and the significance of each man's duties, the visitors were

allowed to mill around the ship after their arrival, with husbands acting as guides.

For the day nautical language and technical terms were broken down for feminine understanding. To the shrill blasts from the boatswain's pipe the ladies were told the ship was "the length of three football fields, without the end zones," and "too wide to go through the Panama Canal."

The huge carrier was nosed from its North Island mooring by tiny tugs at about 11 a.m. to the tune of "Anchors Aweigh" played by the 14-piece ship's band (played nicely on second-hand instruments). While most of the ship's company stood the traditional flight-deck parade, the wives watched their departure from gun-tabs and hangar-deck curtains.

CARRIER'S SKIPPER, CAPT R. L. Newman, USN, who originated cruise idea shows his wife the bridge. Right: Navy pilot puts wife in 'driver's seat.'

—San Diego Union Staff Photos





LADY'S DAY VISITORS on board USS *Kearsage* (CVA 33) get chance to take the wheel while crew members of the carrier explain operation of ship's gear.



FAMILIES OF NAVYMEN in USS *McKean* (DDR 784) join mess lines during visit. Below: Navy wives bring clothes to donate to orphans on visit to USS *Wahoo*.



From these vantage points they also watched much smaller destroyers entering port, the Coronado islands, several submarines and another carrier slip by.

Among the many things that caught the female eye were the monstrous windshield wipers on the glass enclosure of the admiral's and captain's bridge.

They were delighted to find an escalator which is used to transport pilots laden with 50 or 60 pounds of flight gears and fascinated by the variety of color used for identification purposes aboard the ship. There were crewmen in bright blue jerseys, others in red, yellow and green. There were bright buttons and lights of all hues in the Combat Information Center; red, yellow and green ammunition cases in the pointed nose of the F9F jets on board and many watched, wonderingly, as one young pilot stuffed a bright red scarf in the top of his flight boots before taking off. There were also pastel-colored flowers on the tables for luncheon.

The Navymen and their wives ate together at noon. Served buffet style, they ate fried shrimp, meat loaf, creamed corn, mashed potatoes, pumpkin pie, cherry punch, salads and rolls for lunch.

They visited the galley (where 800 loaves of bread are baked daily), the barber, tailor and cobbler shops and were shown the berthing compartments or staterooms their husbands occupy.

And all the while they grinned proudly at the wonders of the man's world on the warship.

The biggest thrill of the all-day trip came after lunch. The air group aboard performed what was "a routine daily air operation." But for the wives it was their biggest personal thrill.

They hung from every nook and cranny to watch the show. Four *Cougar* jets catapulted into space and then returned to land touch-and-go, "follow the leader" fashion.

They all got puffs of stack gas in their faces and their hair was blown to pieces. They donned bulky flight jackets and stuffed cotton in their ears and climbed a hundred ladders up and down.

Completely exhausted, they were taken ashore in longboats at 5 p.m. after "the most thrilling experience in my life" . . . never more to wonder about "just what my husband does aboard ship."



WIVES WATCH planes take off from Kearsarge. Right: R. H. Moody, ENC, has meal with family and friends in Wahoo.

Ships 'Check Out' the Ladies on Crews' Jobs

THE AVERAGE NAVY WIFE knows too little about her husband's job and responsibilities. In a local Navy wives poll, this was the finding of the CO of Attack Squadron 86 at Oceana, Va., and to remedy this situation VA 86 inaugurated a Navy Wives Day.

The families of squadron personnel — wives, mothers, sisters and youngsters—were invited to participate in a full dress program which included routine Navy activities such as personnel inspection and training flights, in addition to special exhibits, refreshments, and a session at which the squadron skipper, CDR C. W. Gates, Jr., USN, answered questions fired at him by the wives.

A number drawn from the Top Hat, emblem of VA 86, selected an enlisted man's mother as squadron "Lady of the Day," to accompany the skipper on his inspection tour. When the planes took to the air, public address system speakers relayed the radio transmissions to the families watching the operation. To add a fillip to the performance, the planes went through a mock air attack, shooting down an imaginary enemy before winding up with a high-speed run over the Oceana field. Ground exhibits included various types of aircraft, engines, shop spaces and movies of typical operations.

By the time a "better half" had reclaimed her small fry from the portable nursery, she had learned

just what part her man plays in the squadron's operation—and had plenty of "talking points" when she wanted to do a bit of bragging about her husband's job.

Although they didn't use the Navy Wives Day designation, other Fleet units have also picked up the idea of "orienting" Navy wives. *uss Kearsarge* (CVA 33) and *Princeton* (CVS 37) have both held a "Ladies Day" on the West Coast. *Kearsarge*, for instance, logged in 365 wives for a day of routine training. The skipper was temporarily "relieved" of his command as the visiting ladies took turns issuing orders and steering the flattop. Photographers' wives took over the job of "shooting" aircraft being launched and recovered. Pilots waiting to take off or land heard female voices giving them instructions by radio. Heads wheeled when the ship's giant bullhorn speaker gave out with a small, high-pitched voice passing the familiar "White Flag . . . Launch Aircraft." Each wife had her mate alongside, explaining how each step of his job must be done.

uss McKean (DDR 784), on the West Coast, and *uss Wahoo*, in Honolulu, both held open house for the families of crew members before departing for Far Eastern duty. *McKean's* men offered their families a demonstration of anchoring and main battery control operation, and a chance to see how the Navyman works and lives aboard ship. *Wahoo*, in addition, served up one of those

famous submarine service meals too.

Although the locations and the names of these get-togethers were different, they all had the same purpose: To give the Navyman's family and dependents a better understanding of his living and working conditions, and an insight into the importance of his job to the Navy and to the nation—and to his family.

SAILORS escort their wives on tour of ship during open house planned to acquaint them with jobs Navyman do.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **EXTENSION AND REENLISTMENT BONUS**—Many Navymen, when they receive transfer orders requiring an agreement to extend their enlistment, are refusing such orders. They are under the impression that execution of such an agreement would mean that they would not receive full monetary reenlistment benefits until their enlistment extension had expired.

They're wrong. Article C1407(8) (b) of the *BuPers Manual* authorizes cancellation of an agreement to extend, provided the individual reenlists on the effective date of the extension. You might note that the effective date of any extension is the day after the enlistment would normally have expired. However, once the extension has become operative, you must complete your period of extension.

Here's an example which might clarify the point: Jones decides to obligate for 36 months in order to receive attaché duty in France. Since his enlistment expires on 2 Apr 1956, he must agree to extend his enlistment until 2 Apr 1959 in order to accept his orders. Instead of allowing his three-year extension to become operative on 3 Apr 1956, Jones may reenlist on this date and become eligible for all monetary benefits.

● **OFFICER DATA CARDS**—All officers and enlisted aviation pilots are reminded that up-to-date Officer Data Cards (Form NavPers 340) are the primary means of indicating a personal preference for duty. These cards were specifically designed to assist in the detailing of

officer personnel, and they provide the Bureau's detail officers with their only ready reference file of personal preferences and personal problems which deserve consideration in making assignments.

Up to date Officer Data Cards are required to be submitted on 1 August of each year; but Article B-2209 of *BuPers Manual* points out that revised data cards should be forwarded whenever a change occurs which might affect your detailing. Such changes include changes in duty preference, preferred date of detachment, changes in dependency conditions, changes of address or telephone number, additional educational data or schools completed, etc.

Complete instructions for filling in and forwarding Officer Data Cards may be found in the above mentioned article of *BuPers Manual*.

● **NATURALIZATION** — Since the McCarran Act (Immigration and Nationality Act of 1952) came into effect, Filipinos and other aliens in the naval service who were eligible for naturalization before 24 Dec 1952 but who were unable or failed to file petitions for naturalization before that date, have been unable to become naturalized United States citizens.

In a recent decision, the United States Court of Appeals for the Ninth Circuit decided that members of the naval service who were eligible for naturalization by virtue of honorable service in the U. S. Navy before the effective date (24 Dec 1952) of the McCarran Act did not lose this right, but could still become

naturalized. This decision has now become final.

All Filipinos (and other aliens) with three years' or more service before December 1952 who wish to become United States citizens should file applications at the nearest District Office of Immigration and Naturalization.

If you need help in submitting your request, address a letter stating the facts to the International Law Division of the Judge Advocate General through your chain of command.

● **NO SPECIAL DELIVERY** — Judging from the volume of special delivery mail received at naval postal centers, many Navymen and their correspondents aren't aware that no special delivery service is provided at naval and other military activities.

It is suggested that you pass the word to your wife, mother and other correspondents to save their money.

The U. S. Navy Postal Instructions and the U. S. Postal Manual state that no special delivery service will be performed by military personnel. Special delivery of a letter or package aboard ship and at most naval activities is impracticable and would not appreciably speed delivery, is the reason given.

Unless you live ashore and receive your mail direct from the postman, it's a good idea to inform your correspondents that special delivery mail will receive only the regular service — which is excellent.

● **NEW MOP DEADLINE**—Navymen and veterans discharged or released from active service under honorable conditions between 27 Jun 1950 and 16 Jul 1952 still have seven months to claim mustering-out pay. The former deadline of 16 Jul 1954 for filing claims has been extended to 16 Jul 1956 by Public Law 180, 84th Congress.

If your claim was disallowed earlier because the original time limit had expired, you may resubmit your



PASS THIS COPY ON — Good news is just around the corner, at least for these nine men.

application. Claims, including those sent in for the second time, should be accompanied by the original Department of Defense Form 214 (Report of Separation).

Navymen should send claims to Navy Finance Center, Cleveland, Ohio. Marine Corps personnel claims should be directed to Commandant, Marine Corps, Code DGK, Headquarters, Washington, D. C.

• **OFFICER RETIREMENT** — Commissioned officers and warrant officers of the Regular Navy and Marine Corps, with 20 or more years' service, may now voluntarily request retirement. This applies to permanent regular officers and enlisted personnel serving under temporary appointment as commissioned officers.

Creditable service includes active duty in the Navy, Marine Corps, Army, Air Force or Coast Guard or the Reserve components of any of these branches of service, including active duty for training.

At least ten years of this time shall be active commissioned service for other than warrant and chief warrant officers.

Requests for voluntary retirement received from officers with 20 or more years' service will be considered on a basis of the over-all needs of the service and the merits of the individual case. Favorable consideration will normally be given to individuals whose case is covered by one or more of the following criteria:

- Officers, other than flag and general officers, with 30 years' service.

- Flag and general officers with 30 years' service and with at least five years' service as a flag or general officer.

- Captains and colonels with at least five years' service in grade.

- Officers who have twice failed selection for promotion.

- Officers whose assignability is limited, such as those who are manifestly overage in grade, whose general health has deteriorated or whose continued service is not, due to conditions beyond their control, clearly consistent with the interests of national security.

- Officers having hardship of a compassionate or financial nature whose retirement would definitely alleviate serious personal problems.

In addition, consideration will be

given to requests for retirement by officers who do not meet any of the above criteria, and approval may be given under circumstances that are clearly not contrary to the best interests of the service.

Requests for retirement shall be addressed to the Secretary of the Navy via the chain of command and the Chief of Naval Personnel or the Commandant of the Marine Corps, as appropriate. The date of submission of request should be at least three months in advance of the desired date of retirement.

• NAVY ANECDOTE CONTEST —

If you've been in the Navy long enough to see your first pay day, you undoubtedly know one or more stories about life in this Navy.

If you do, here's your chance to tell them. A "Life In This Navy" contest is being sponsored by the Bureau of Naval Personnel for all servicemen and their dependents.

Rules governing this contest are:

1. The anecdote must be true, not formerly published, and based upon the writer's own experience. (The dictionary defines an anecdote as: "A narrative, usually brief, of an incident or event of curious interest, often biographical.")

2. It must not be longer than 250 words.

3. It must be typewritten, and on one sheet of paper only.

4. It should show an appealing or humorous sidelight on life in the Navy.

5. The entry must be mailed to the Chief of Naval Personnel, Attn: Pers G-11, Navy Department, Washington 25, D. C., by 1 Mar 1956.

You must include the following information on the reverse side of your entry: Name, rate or rank, duty station, hometown, and hometown newspapers. Include also the following statement:

"I certify that this anecdote is true and unpublished, and is from my own experience."

(Signature)

If one or more of your dependents submit an entry, have them sign their names and give your name as the Navyman of whom they are a dependent.)

"All claims to the attached entry are waived and I understand that the Department of the Navy may use it as desired."

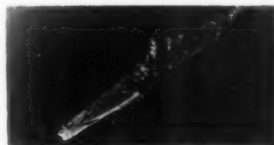
(Signature)

"Forwarded."

(Signature of Special Services officer or other officer.)

QUIZ AWEIGH

What's your Naval I.Q.? One way to find out is to turn to the Quiz Aweigh page each month. You'll know whether you're up to date or slipping, by comparing your answers with the correct ones on page 55.



1. You're an aerial observer. You sight the ship above and identify it as a (a) battleship (b) large cruiser (c) light cruiser.

2. This ship is one of the three in the Alaska Class of 1940, all of which are presently in mothballs. It is the (a) USS Guam (CB 2) (b) USS Los Angeles (CA 135) (c) USS Rochester (CA 124).



3. The wheel of a ship on a rating badge designates a (a) helmsman (b) ship's navigator (c) quartermaster.

4. The micrometer and gear on the right designates (a) machinery repairman (b) damage controlman (c) instrumentman.



5. This is the XP6M-Seamaster. When it completes final trials and is accepted by the Navy, it will become (a) the Navy's first multi-jet aircraft used on carriers (b) the Navy's first multi-jet seaplane (c) a replacement for the P2V Neptune.

6. This aircraft is expected to cruise at 40,000 feet at speeds of over (a) 400 mph (b) 500 mph (c) 600 mph.

NADC's Invisible Stamp Is in the Air

IF YOU HAVE NEVER heard of the Navy's Air Development Center at Johnsville, Pa., it's probably not your fault. For good reasons the important work done by Navy men and scientists behind the well guarded barbed wire fences has remained anonymous.

First, a great deal of their work is of a highly classified nature. Another reason is that the end results of a project completed at NADC are not identifiable as originating at Johnsville. Take, for example, a new type sonobuoy which has been prototyped and tested by the Air Development Center. It will have passed through many other hands before it reaches the Fleet.

The Center, located on 751 acres with modern buildings and an airfield, has its mission divided into seven highly technical fields of aeronautical development. Each field has been designated a laboratory and is assigned its own particular duty.

The pioneer laboratory of NADC is the *Engineering and Development Services Department*. Here Navy scientists and skilled bluejackets

Everything That Navy Flies Has Been Influenced By Laboratory Work at NADC

work with top civilian authorities in designing and developing guided missiles as well as conducting laboratory and flight investigations to determine their performance. EDSD is equipped with a complete fabrication shop manned by "do it yourself" experts who are capable of building anything from a delicate instrument to a complete aircraft.

One of this lab's projects helped pound the enemy during the Korean conflict. It was a radio controlled aircraft, employing television guidance systems, that could carry 1000-pound bombs. These unique assault weapons flew many successful missions against the enemy in Korea.

New types of Navy planes need new or improved "nervous systems" in order to get the most out of them. Navy men of the *Aeronautical Elec-*

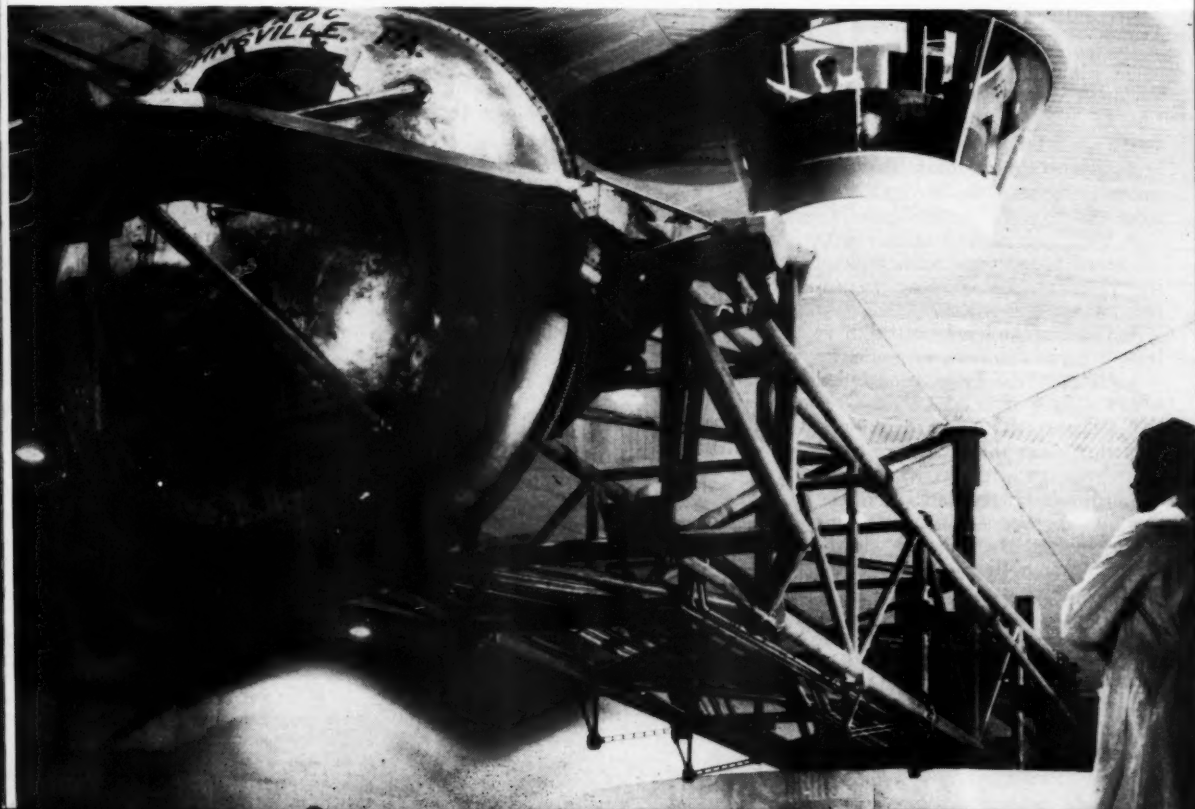
tronic and Electrical Laboratory are the ones that supply this vital service by providing better "brains" for the complicated supersonic planes of today and tomorrow. Much of the preliminary study and engineering in radar and radio was performed by this group. Research here has also led to the development of the new radar-equipped early warning airplanes. AEEL has also made great progress in developing air-borne anti-submarine detection devices.

The *Aviation Armanent Laboratory* puts the fighting punch into the Navy's latest fighter planes and other aircraft. As planes have become faster and higher flying, the problem of guns has become more acute.

Gun mounting is a problem with each new plane. Guns must be located where their weight will not affect the flight characteristics of the plane and they must maintain an effective field of fire—explosive gasses from firing of guns must be gotten rid of—and lubricants have to be developed that will allow the gun to operate at extreme temperatures.

AAL must make sure that bomb

HUMAN CENTRIFUGE at Naval Air Development Center tests man's reaction to 'G,' provides data to protect airmen.



and rocket racks work reliably so that time and effort of carrying them to the target is not wasted. These and many more problems related to the firepower of the Navy's latest planes are the problems daily worked out by Navymen of this lab.

Solving one problem often creates another. In fact, several of the NADC laboratories were established for just this reason. For example, the various laboratories in their investigations and developments were piling up statistics and calculations way beyond the ability of the human brain or slide rule.

To handle this backlog of facts and figures in the most expedient manner, the *Analytical and Computer Department* was established.

An electronic brain was installed to assist in solving the complicated problems arising in guided missile study. This computer, referred to as "Typhoon," is saving literally years of valuable experimental time by simulating flight conditions of these high speed weapons. In addition, these dry runs through the electronic cells of "Typhoon" save many dollars that actual test flying of experimental missiles would cost.

Another problem evolving from man's ability to create faster flying machines is handled by the *Aviation Medical Acceleration Laboratory*. Its job is to determine what the new high speeds will do to the Navyman himself and to develop means for him to keep up physically with the latest supersonic speed record.

The investigation into what a man can take in the way of rapid-acceleration, short stops and plunging dives began with a study of how much "G" a pilot could take. For such tests AMAL has the largest human centrifuge in the world.

Resembling an over grown "loop-the-plane" carnival ride, the machine is powered by a giant 4000 hp electric motor which swings a 50-foot arm at speeds that can produce a "G" force of 40. Inside a modernistic "roundhouse" Navy volunteers, including flight surgeons and engineers, are rotated at high speeds in a gondola at the end of the centrifuge's arm while their reactions are recorded by intricate machinery.

A "rocket ship" plays a role in this lab. Problems being worked on have included experiments in specially designed low pressure chambers and tests on physiological and human engineering aspects of rocket flying.

These problems are worked out in the cockpit of the simulated rocket craft, consisting of controls, seat, and four rocket motors, secured by four long legs.

NADC Johnsville faced another series of problems. As planes began to pierce the supersonic barrier and shutter speeds became too slow to keep up with the aircraft, the Navy had to pay special attention to photographic operations. To meet the difficulties created by high speeds and altitudes the *Aeronautical Photographic Experimental Laboratory* was set up. APEL does research and evaluation on photographic equipment, systems and devices used to interpret the valuable aerial "portraits" brought back by the new jet patrol planes.

A recently completed project has provided the Fleet photo units with a high shutter speed, rapid sequence camera that will take pictures at low

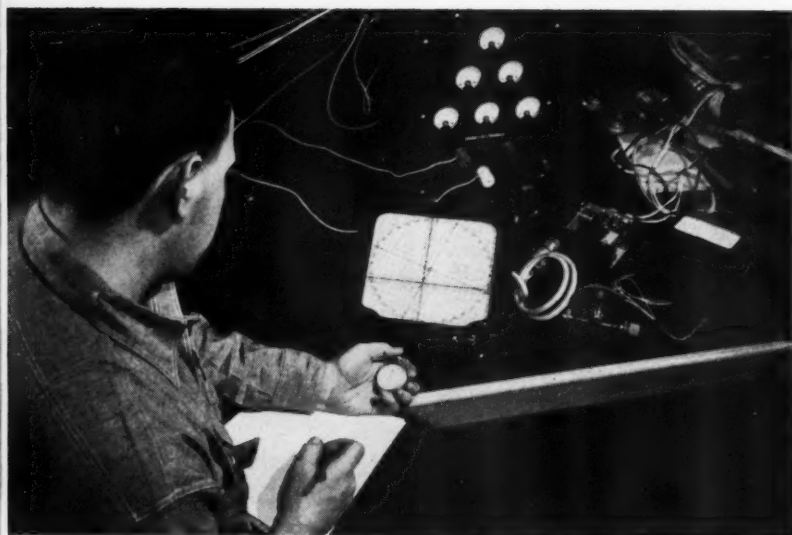


NAVY volunteer is readied for ride at end of centrifuge's arm. Instruments record his battle against gravity's pull.



HIGH SPEED MOTION pictures are taken of new type camera shutter by P. A. Jacobs, PH2. Below: Navymen test instruments installed in drone for testing.





ACCURACY OF PILOT'S automatic dead reckoning equipment is tested in instrument lab. Below: Navymen run problem through center's electronic brain.



ORDNANCE SPECIALISTS check storage on 20mm gun. Right: 1949 working model aided development of VTO plane.



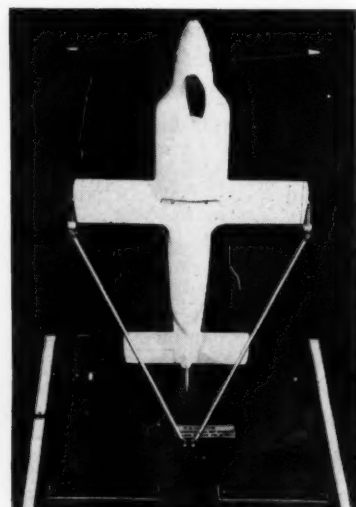
altitudes and jet-like speeds.

The *Aeronautical Instrument Laboratory* was set up to counteract somewhat the complexities in instrument controls resulting from highly specialized equipment.

The pilot's already crowded "dash board" was gaining more knobs and dials with each improvement in his plane. AIL is making flying safer and more enjoyable for naval aviators by making the instruments larger, locating them in different positions, and grouping them in more suitable relationship to each other. This, plus the constant search for more accurate and more easily understood indicators, is helping the Fleet Air wings to be better prepared to meet any emergency that might arise. Work done by Navymen at AIL was primarily responsible for the recent first remote control all instrument flight of a helicopter.

These are the seven labs of the Air Development Center. In addition the center has its own air station with the duty of maintaining and operating approximately 50 aircraft assigned to the various departments for experiment and development. Types of planes range from prop-driven WW II bombers and fighters to the latest in jets and helicopters.

The next time you watch one of the Navy's new jets slice the sky, or marvel over a new piece of electronic gear, you might "look for" the invisible stamp of approval of NADC for it will have been placed there by the Navymen working behind the barbed wire at Johnsville, Pa.



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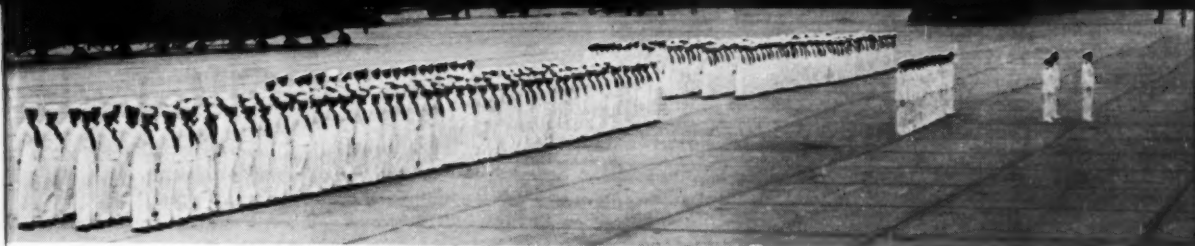
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FASRON FIVE PERSONNEL muster on air strip for inspection in front of their waiting pool and support aircraft.

Servicing Master Jets

In the relatively short period of three years NAS Oceana, Va., has grown from an auxiliary air station into one of the Navy's two East Coast master jet stations. Sharing in the rapid growth and the accompanying problems is Fleet Aircraft Service Squadron Five.

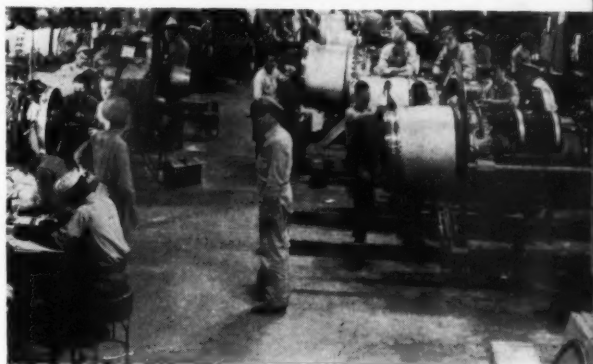
In carrying out her mission of supporting some 22 Fleet commands, FASRON Five has custody of the station spaces used by the units aboard and must supply them with the many and varied items and knowledge which are needed to keep today's jet aircraft flying.

The greater portion of this work goes on in the squadron's maintenance department where many different types of jet engines, electrical and electronic equipment, complicated hydraulic systems, guns, rockets, guided missiles, and all the other components of modern aircraft are put into shipshape condition. In addition this department must maintain all ground handling gear incident to efficient handling of aircraft on the flight line.

The service squadron also keeps a pool of 20 to 80 planes available in a ready status for replacement of other squadron aircraft when necessary; flies and maintains her own operationally assigned planes; operates rocket and bomb targets at Duck, N. C., which are used by all squadrons in the Tidewater area; and functions as a receiving station for personnel ordered to and from other units of Oceana.

FASRON Five has so successfully solved the "pains" of rapid growth that the unit received the grades of "Outstanding" in the 1954 and 1955 ComAirLant Administrative/Material inspection, singling it out as the best of its type in the Atlantic Fleet.

AVIATION ELECTRONICSMEN repair intricate gear used in the modern jets of Atlantic Fleet in the electronic shop.



JET MEN work on engine modification in repair shop. Below: Squadron's metal shop has the finest equipment.



F3D SKYKNIGHT is inspected by Operation and Communication officers, C. E. Dunnigan and T. F. Gallagher.



Training Pays Off Twice



COMBINE THE TRADITIONAL "can do" spirit of the Seabees with a measure of good will and you'll come up with the Reserve Seabees' continuing efforts to help in community projects and, at the same time, enhance their training program.

In time of disaster, too, these Reservists are quick to lend a hand. The recent floods in New England provided ample opportunity for Reservists to aid their hometowns. Similarly, Reserve Seabees living in hurricane areas spent long hours helping stricken families.

Every year, Seabee units throughout the country contribute their time and skill toward construction and repair of Boy and Girl Scout camps, Y.M.C.A. facilities, community swimming pools, and so on down the line.

Helping in such local construction projects pays off in more than good will for members of Naval Reserve Seabee divisions. While the Reservists are winning valuable publicity for their program and the Navy in general, they are augmenting their regular training with practical work.

Many Reserve Seabees are highly skilled in one specialty but have little practical knowledge outside their own field. When the time comes to heave around and help renovate a Girl Scout camp or do a face-lifting job on a swimming pool, their specialized skill in, for example, fine cabinet-making, may not be too useful in installing window sashes or pouring concrete.

The diversified training the Reservists receive while taking part in

one of these operations adds greatly to their over-all proficiency.

Let's examine several "case histories" of Seabee divisions helping in community projects:

Not so long ago, a division in upper New York state—NRCB Division 3-33(L)—was asked if it could help with the construction work at a Boy Scout camp. The campsite, donated by a local organization, was in need of much construction work and the cost was prohibitive because of lack of funds and the isolated location.

The Scouts had been working on their camp whenever they could, but their varied skills were not particularly suited to the tasks at hand. Furthermore, they lacked the necessary tools and equipment for performing the work at maximum efficiency.

After some preliminary discussions and a visit to the campsite, planning got underway in earnest.

The project—which wasn't going to be easy—was outlined to the members of the division. Participation was to be strictly voluntary and there would be no pay. Subsistence and quarters would be provided but many Reservists would have to sleep in open lean-tos.

Enthusiasm was high, however, and the Reservists were "in business." Arrangements were made for the use of seven dump trucks, three bulldozers, one truck crane and all necessary small tools.

USNRTC Troy, N. Y., helped with such necessary items as blankets, first-aid facilities, preparation of menus and procurement of food. The commanding officer added movie film and equipment for Saturday night recreation. Sunday church services by a Catholic and a Protestant chaplain were also arranged.

Work ranged from clearing roadways and surfacing them with gravel to carpenter work on the messhall. While men with limited experience helped with the roofing of the messhall, other builders completed the shower building partitions and constructed new stairs. Twelve shower heads were installed and hot water facilities were provided.

Careful planning, hard work and good weather combined to make this "Operation Buildup" so successful that similar projects are planned for next year. The "buildup" part of the

ALL HANDS

SIGN OF THE TIMES—CBs throughout the country are killing two birds with one stone by lending their skill for maintenance of local non-profit camps.



ceith Seabees

operation paid off in two ways — the Boy Scouts got a greatly improved camp and the Reserve division filled all but two of its vacant billets as a result of the publicity the project received.

A similar face-lifting job was done on a Y.M.C.A. camp in Aurora, Ohio. Seabee Divisions 4-17 and 4-18, Cleveland, spent their annual two-week training duty on this project.

The work included renovation of the historic "White House" at the camp, repairing a swimming pool and installation of new electrical wiring in many of the buildings.

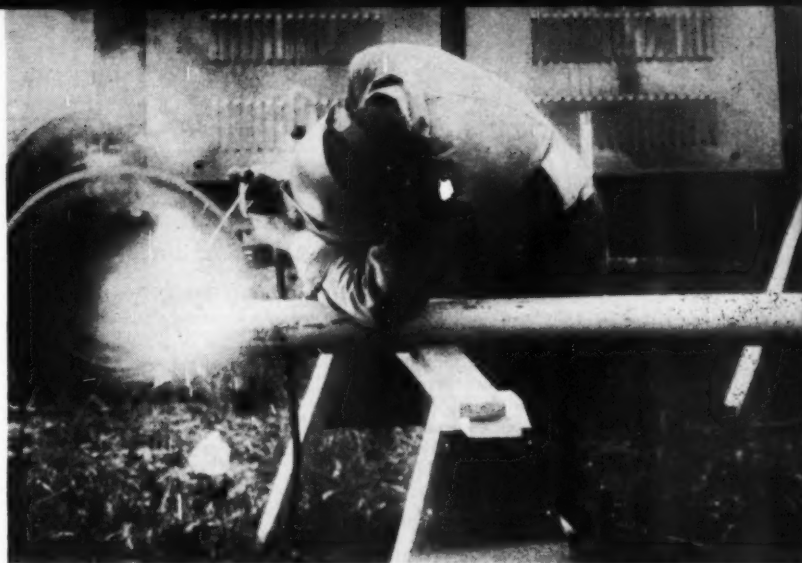
All construction materials and equipment were furnished by the Y.M.C.A. and the Seabees used the housing and messing facilities at the camp.

The project enabled the Reservists to receive needed practical training and experience while providing a service for a non-profit organization.

In Perth Amboy, N. J., the Girl Scouts were aided by members of Seabee Division 3-6. Projects included installation of a septic tank, carpentry, landscaping and grading at Camp Momoco.

Reserve Seabee units of Bridgeport and Waterbury, Conn., turned to in behalf of local Boy Scouts. The Reserve outfits—NRCB Divisions 3-1, Bridgeport, and 3-22, Waterbury, converted a rough hillside into a rustic amphitheater.

Another example of the growing trend toward combining practical training with projects useful to local organizations can be found at Kuhn Day Camp, located north of Philadel-



NAVY WELDER gets some good practical experience in his rate while CB Reserve Divisions 4-17 and 4-18, Cleveland, volunteer repairs on YMCA camp.

phia, Pa. Members of NRCB Division 4-2, Philadelphia, erected three Adirondack-type shelters at the camp. Officials at the camp had concrete foundations poured before the division arrived, so the Seabees could devote full time to the carpenter work.

NRCB Division 12-13, Stockton, Calif., took part in sprucing up two summer camps in the nearby Sierra Nevadas. In addition to doing a large amount of repair work at the two camps, the Reservists constructed a commissary building for Boy Scouts at Camp Paradise and a messhall for the Y.M.C.A. at Lake Alpine.

Two Seabee groups—NRCB Division 9-46, Kenosha, Wis., and the Kenosha-Racine Island of the Seabee Veterans of America — undertook a project to help local Boy Scouts.

The two groups agreed to build two buildings, in competition with each other to see which group could complete a building in the shortest time. Taking their cue from the Scout motto, "Be Prepared," they prepared models of the structures and practiced in advance. On building day, they started at 0800, took off an hour for a "chuck wagon" lunch, and finished the buildings the same day. The Reservists won the "competition" — they finished at 1600, the veterans' group finished an hour later. The two buildings, measuring 22 by 30 feet each, will be used for church services, and for sheltered campfire areas.

And so it goes, around the country, as members of Reserve Construction Battalions build buildings for their neighbors and good will for themselves and the Navy.

CONSTRUCTION ELECTRICIAN of Reserve unit installs furnace at camp. **Right:** CBs hold class in construction.



LETTERS TO THE EDITOR

Drawing a 'Dead Horse'

SIR: I would like to find out whether or not the Bachelor's Allowance for Quarters is included with the base pay when you are being transferred from one permanent duty station to another and advanced pay is drawn.—S. B., SD3, USN.

• No—basic allowance for quarters (BAQ) is not included in an advance of pay. This is known as drawing a "dead horse" and in accordance with paragraph 044285 of Volume IV, "Navy Comptroller Manual," officers and enlisted members of the Navy and Naval Reserve on active duty may be paid an advance of pay not to exceed three months' basic pay, less income tax withholdings and less the amount of any indebtedness to the government resulting from an advance previously made on a different set of permanent change of station orders.—Ed.

Navy Nurses

SIR: Recently, Public Law 294 authorized all branches of service to give reserve commissions to male nurses. I would like to learn the Navy's policy concerning this since I am a graduate registered professional male nurse.—M. L. W., HM2, USN.

• While legislation was enacted in the last session of Congress to provide permissive authority for the appointment of male nurses in the Navy Nurse Corps, the Navy Department has not yet established a program for the procure-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

ment of men in this category. If such a program is established, implementing instructions will be forwarded to naval activities.—Ed.

Continuous Service

SIR: I have just returned from a discussion with my personnel officer and his staff concerning the entry to be made in the block marked "Commencement date of current continuous service for eligibility purposes" on "Report of Examination for Advancement in Rate" on NavPers Form 624.

It is the general opinion here that the date desired is the date on which the man first came on active duty, within the meaning of continuous service as explained in paragraph c, Enclosure (1), to BuPers Inst. 1412.2, which defines the term "continuous service."

I think the date desired is the date on which the man is advanced to his present rate, inasmuch as his eligibility for advancement to the next higher pay

grade begins on that date, and the service requirements listed in Article C-7204 (3), BuPers Manual, make no mention of total active service (except for advancement from first class to CPO).—W. R. K. Jr., YN1, USN.

• The date to be entered in block 21 of NavPers 624 is the date a candidate began current continuous service for eligibility purposes. And for this purpose, continuous service is defined as service in present enlistment plus those preceding enlistments in any category of naval service, active or inactive. This includes service as USN-1, USNEV, USNR, USN; and for the period 7 Dec 1941 to 1 Sep 1946, USCG and USCGR service with the Regular naval establishment or full-time service on a continuous active duty basis with the Naval Reserve organization.

Any of the aforementioned service may be counted in arriving at the date required in block 21, provided no period in excess of three months has occurred between discharge and subsequent reenlistment. NavPers 15828A, Revised 6-54, contains instructions for filling out NavPers Form 624.—Ed.

Navy Wife Asks About Courtesy Calls

SIR: My husband is a naval officer and we both enjoy and find a lot of helpful information in your magazine. However, there is one question that I don't believe you have ever covered and one that has recently presented quite a problem for us—that is "courtesy calling." A few Sundays ago an officer, his wife and children called on us about 1500. At that time we were not expecting callers, nor were we dressed to receive them—instead we were in our work clothes, digging and planting in the yard. I served coffee and made no apologies for my appearance since it was obvious what we were doing.

When our visitors departed they left cards denoting they they had made a formal call. This is not the first time such a surprise visit has been made and it is my opinion that it is impolite to call on an officer and his wife on a Sunday since that is their day of leisure. I would appreciate your views on this—maybe I am all wrong and we should sit around dressed for guests every Sunday whether they show up or not.—Mrs. R. O. R., Navy Wife.

• The best source material to answer your question is contained in Article 1308 of the "Naval Officers Guide." Basically, "calls" are of two categories: (1) Those official visits and calls required



GETTING A LINE on Navy life are these Chula Vista, Calif., school children watching J. Hurt, Jr., SA, USN, tie knots during visit to NAS North Island.

by military protocol; and (2) social calls as required by civil and military custom and courtesy.

An example of an official visit or call is the requirement that an officer reporting to a new command call on the commanding officer. This call is made at the first opportunity by an officer reporting and is made on a working day. This would indicate that such calls are not made on Sunday. The "Watch Officers Guide," Article 2138, is a good reference for this category of official visits or calls.

The second category of visits or calls is of a social nature based on courtesy and customs and extends not only to service life but also to civilian life. It is one of the more pleasant customs of naval life that enable a Navy family to meet fellow officers and their families. Many lifelong friendships have been made through these contacts.

Newly arrived officers are expected to call at the commanding officer's home as soon as possible, followed by calls on the executive officer and heads of departments. Such calls must be returned promptly. There is no custom that prevents calling upon anyone you like and want to know better.

Usually calling hours are from 1630 to 1900 within the naval service. Sundays are no exception. At an Army post the usual calling hours are from 2000 to 2100. On Sunday calls are permissible between 1500 and 1700.

Exchanges of social calls vary under certain circumstances and localities. Examples are special local ground rules in Washington, D.C., and Annapolis, Md. Often the exigencies of the service, as during wartime or extensive ship operating schedules, complicate the opportunities for social visits and calls.

Whenever calls are made at non-customary hours, the caller should not be surprised to find the host unprepared for company calls. At one time or another in each Nacyman's career there is bound to be a situation wherein callers arrive at inopportune moments. However, most naval families are a friendly and informal group and accept such situations on a "welcome aboard" basis without embarrassment—so go ahead and relax on Sundays (with or without guests) because, as you say, that is your day of leisure.

Further information on this subject can be found in "Naval Customs, Traditions and Usage" by Lovette and the leading books on etiquette.—Ed.

Dividing Line Is At 0900

Sir: It is a policy at this command to charge a day of leave for an individual if he reports at 0900 on his day of return from leave.

The "book" says that a person must return before 0900 in order that his day of return be counted as a day of duty. Is there a more liberal interpretation of

the phrase "prior to 0900?"—D. M. P., PNC, USN.

• If you return from leave at exactly 0900, the day of return will be counted as a day of leave. There is no "liberal" interpretation to Article C-6305(1) in "BuPers Manual" which states in part:

"The day of departure of leave, whatever the hour, shall be counted as a day of duty; the day of return from leave shall be counted as a day of leave, except when such return is made before 0900 in which case it shall be counted as a day of duty."—Ed.

Requirements for Recruiters

Sir: Recently, I've read a good bit about the critical shortage of men qualified for recruiting duty. Are men with previous experience being recalled for this duty? Although I lack the required sea duty, I would like to submit a request for recall to recruiting duty, if that's possible.—R. P. B., MMC, USN.

• The need for ex-recruiters from forces afloat has been fulfilled, but requests for recruiting duty are still being accepted from men who have the required sea duty and are otherwise qualified. Requests should be submitted in accordance with Article C-5208, "BuPers Manual."—Ed.

Chestful for Leyte's Crew

Sir: Could you give me a list of the awards I rate for service in USS Leyte (CVS 32) during the period March 1950 until June 1954?—J. L. C., ENS, USN.

• You rate a chestful for those four years. They are the Navy Unit Commendation, Navy Occupation Service Medal with "Europe" clasp, National Defense Service Medal, Korean Service Medal with two stars, United Nations Service Medal, and the Korean Presidential Unit Citation.—Ed.

PO Standing OOD Watch

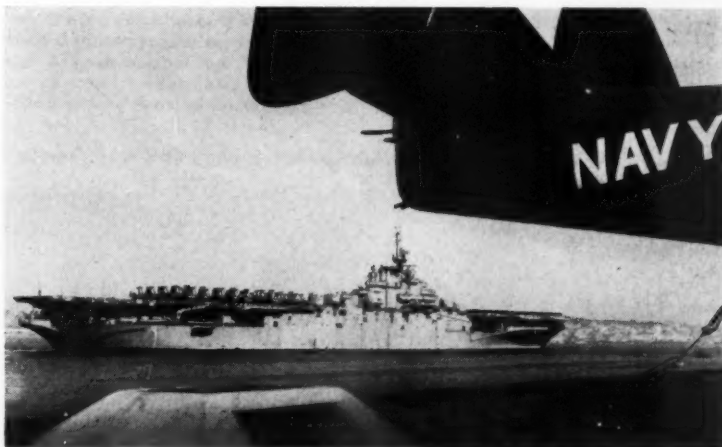
Sir: Our ship has petty officers stand the OOD watch on the quarterdeck. Some men aboard have different opinions as to whether or not the petty officer should be saluted following the salute to the ensign upon boarding ship. One man claims that as long as the OOD is not present on the quarterdeck, the petty officer does not rate a salute since he is not a commissioned officer. Also, we would like to know if the petty officer standing the OOD watch salutes an officer first (if he is boarding) or does the officer salute the OOD first?—R. M., PH3, USN.

• When an enlisted man stands the Officer of the Deck watch, he is entitled to receive, and required to return, salutes the same as a commissioned officer. For complete information, you can check articles 1008 and 2108 of "U.S. Navy Regulations, 1948."—Ed.

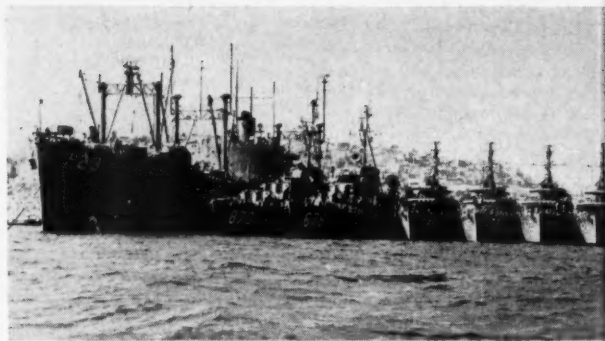
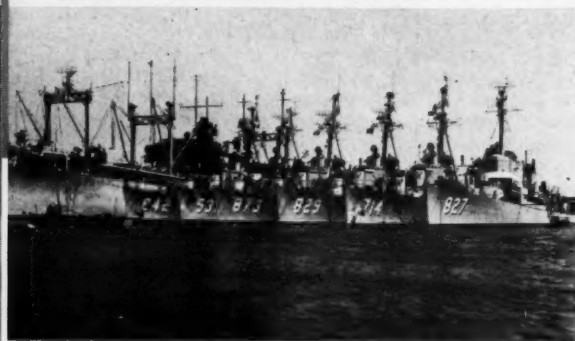
Substitute Exam for Advancement

Sir: On my examination for AC1, I ran into a rather unusual situation. When the results of the exam was received aboard my ship, my name had been omitted. Upon further investigation, it was discovered that my test and answer sheet had been mistakenly burned. The executive officer stated that he would be willing to take any remedial action, but knew of nothing that could be done. Do they have any policy to cover unusual cases like mine?—E. L. A., AC2, USN.

• You may submit a request to the Chief of Naval Personnel, via your CO, for a substitute examination in accordance with Para. 120 of "Instructions for the Administration of Examination for Advancement" (NavPers 15828A).—Ed.



FOUR YEARS on board USS Leyte (CVS 32)—shown here entering San Diego harbor from Korean war zone—could add up to chest full of ribbons for crew.



SIX TO PORT sent in by USS Everglades (AD 24) left, and USS Arcadia (AD 23) is a good start for mooring honors.

Tenders Dig into Family Albums to Prove Claims on Broods

SIR: Have watched with interest your pictorial battle concerning the number of ships alongside various tenders and oilers. At last count USS *Nereus* (AS 17) and *Laertes* (AR 20) were tied with 10 apiece. This isn't any claim but as you can see by the enclosed picture we have put six destroyers on one side with no strain and could certainly have bettered the record if we could have found enough "hens" needing mothering. The ships are, from left to right, USS *Everglades* (AD 24); *Fiske* (DDR 842); *The Sullivans* (DD 537); *Hawkins* (DDR 873); *Myles C. Fox* (DDR 829); *William R. Rush* (DDR 714); and *Robt. A. Owens* (DDE 827)—W.I.T., SN, USN.

SIR: How about six on one side for a record, as in the attached photo taken in Athens, Greece. The ships are, reading from left to right, USS *Arcadia* (AD 23); *Hawkins* (DDR 873); *McNair* (DD 679); *Exploit* (MSO 440); *Bulwark* (MSO 425); *Aggressive* (MSO 422) and *Bold* (MS 424).—J.C.M., LCDR, USN.

SIR: USS *Cascade* (AD 16) claimed a title with seven ships alongside which I know *Frontier* (AD 25) can better.

We have done a lot better than that with seven DDs, an LST, one water barge and one oil barge. However I can't locate that picture but will enclose one with seven tin cans which I feel is better than *Cascade's* record, as you will note the complete absence of yard craft.—W.H.C., CWO, USN.

• To clear up any misunderstanding, it wasn't *Cascade* that claimed a record with seven—it was a good photo which ALL HANDS published with an invitation to send in pictures that could top this number. We didn't expect all this response but we're glad to hear about any records or claims of records by Navy ships of all types.—Ed.

SIR: Since our first photo of USS *Cascade* appeared in ALL HANDS, with seven ships, we see that USS *Orion* (AS 18) has produced a photo that ties our seven ships. Enclosed is a shot of our ship with light ships alongside. I realize that this photo isn't as glamorous as the "bow-on" shot of our great ship which appeared a few months ago but this one is for the record and appearance must be sacrificed. Let me see any ship top this.—KB.P., PN1, USN.

• No doubt you wrote your note be-

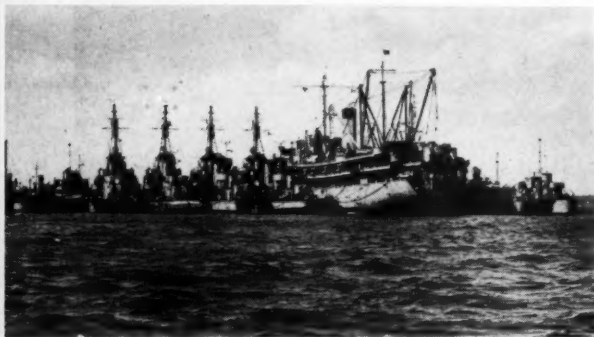
fore publication of the November issue, which showed the two ships sporting 10 alongside. However, your claim of eight is hereby noted. If you want the record you are going to go a little higher. In December ALL HANDS (p. 25), there is a claim of a ship with 21 other ships moored alongside. But from the pictorial standpoint, 13 is now tops (see below), although we've received assurances that we can expect pictures beating this record as soon as the writers can dig them out of their old files.—Ed.

SIR: USS *Piedmont* (AD 17) can top *Cascade* (AD 16) in the ships alongside argument. Not too long ago in Sasebo Harbor we had seven destroyers and one escort vessel alongside. Proof is in the form of a picture which is enclosed. The ships are, from left to right: USS *Wiltzie* (DD 716); *Chevalier* (DDR 805); *Hamner* (DD 718); *Theodore E. Chandler* (DD 717); *Samuel N. Moore* (DD 747); *Maddox* (DD 731); *Brush* (DD 745) and *Wiseman* (DE 667).—L.M.M., CAPT, USN.

• Thanks. A good try, but other ships have topped you.—Ed.

SIR: On 17 Sep 1954, USS *Greer County* (LST 799) bettered by two

SECOND ENTRY of USS *Cascade* (AD 16) has 8 alongside. USS *Frontier* (AD 25) came up with seven to port.





TENDING TO EIGHT, USS Piedmont (AD 17) matches Cascade but USS Proteus (left) (AS 19) tops them with 12.

the record of ships alongside. At Buoy 8, Sasebo, Japan, Greer County had the following nine ships nested abreast to starboard: USS Surfbird (MSF 383), Toucan (MSF 387), Osprey (MSCO 28), Pelican (MSCO 32), Waxbill (MHC 50), Curlew (MSCO 8), Condor (MSCO 5), Swallow (MSCO 36) and Heron (MSCO 18).

As an additional point of interest, these 10 ships, including Greer County, represent a total of 69 Korean Service Engagement Stars. To us, this seems like a record.—R. G., LT, USN.

• Nine alongside is no longer a record, but 69 Korean Service Stars sounds like a lot.—Ed.

SIR: The enclosed print showing USS Proteus (AS 19) with 12 submarines alongside was taken inside the breakwater at Yokosuka, Japan, when these ships, and USS Greenlet (ASR 10) represented the "submarine force" on VJ Day.

The submarines are USS Archer Fish (SS 311), Cavalla (SSK 244), Gato (SS 212), Haddock (SS 255), Hake (SS 256), Muskallunge (SS 262), Pilotfish (SS 386), Razorback (SS 394), Runner (SS 476), Segundo (SS 398), Sea Cat (SS 399) and Tigrone (SSR 419).

How does this stand up to other pictures in ALL HANDS entitled "Can You Top This?"—J.A.J., CAPT, USN.

• Close, but no cigar. Your picture of 12 alongside, however, seems to be the best that the modern Navy can do, because the record picture was taken in 1921.—Ed.

SIR: Although now a civilian I would like to get into the controversy concerning the greatest number of ships alongside a tender. Enclosed is a shot of the old oiler Kanawha taken about 1920 or 1921. As you can see she has 13 destroyers alongside which I think you'll find hard to beat. I also have a picture of USS Holland (ARG 18) which was taken in 1937 with 14 submarines alongside her, but due to the angle from which the photo was taken, only 13 are visible.—H.G.H., ex-AM.

SIR: In the November issue of ALL HANDS, USS Laertes (AR 20) had 10 ships alongside. I believe this photo of the old oiler USS Kanawha (AO 1) taken in 1921 tops Laertes. Not only does Kanawha have 13 ships alongside, but she's holding their combined tonnage with only one anchor down.—P.A.B., BMGC, USN (Ret.).

• Some brood! Thanks to you both. It looks as though your photos (they are both the same) set the pictorial record for ships alongside. We'll try to identify them from an old ship register.

From left to right, hull numbers indicate: USS Meade (DD 274), Evans (DD 78), Kennedy (DD 306), Aaron Ward (DD 132), Woolsey (DD 77), Wickes (DD 75), Buchanan (DD 131), the "mother hen" Kanawha, Farquhar (DD 304), Paul Hamilton (DD 307), Thompson (DD 305), Reno (DD 303), Stoddert (DD 302) and Philip (DD 76).

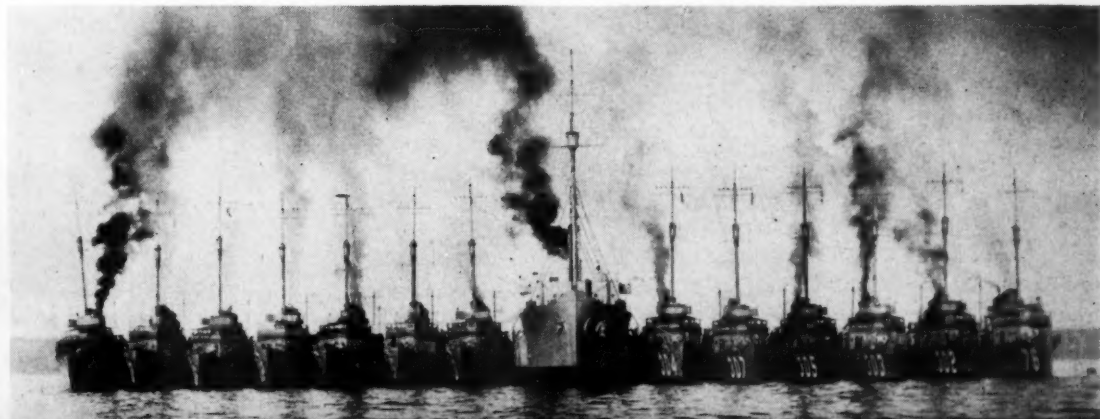
Who can top THIS?—Ed.

Wearing PUC Ribbon

SIR: My ship, USS Wilhoite (DER 397), was awarded the Presidential Unit Citation for service during World War II, while she was the DE 397. Are the personnel serving in Wilhoite now entitled to wear the citation ribbon, even though they were not attached to her when the award was made?—J. C. R., BM3, USN.

• Yes, within limits, as authorized under the provisions of Para. (d)3, Section I, Part II of the "Navy and Marine Corps Awards Manual" (NavPers 15790, Rev. 1953). That paragraph states that "personnel attached to the cited unit but not present or participating in the basic action or actions and personnel who subsequently join the cited unit shall wear the citation ribbon without star and then only while attached to that unit."—Ed.

THE CIGAR GOES to an 'old timer' USS Kanawha (AO 1) showing 13 nestling in photo taken away back in 1921.





FORMER PCE received additional equipment taking it out of the patrol class and was assigned to the amphibious force as control escort, PCEC 896.

Pensions for Surviving Dependents

SIR: There has been considerable discussion in our office concerning the benefits available for dependents of personnel in the Fleet Reserve. In particular, take the case of a man serving in the temporary rank of lieutenant, who reverts to his enlisted status and transfers to the Fleet Reserve. He draws retainer pay based on his enlisted grade, but if he dies this pay stops. Is his widow then eligible to receive the pension given to war widows? We don't think she would be eligible, since the husband died while receiving retainer pay.—P. B. D., LT, USN.

• If a member of the Fleet Reserve receiving retainer pay was eligible to receive compensation for a service-connected physical disability at the time of his transfer to the Fleet Reserve (or had 90 days or more of World War I service), his dependents (if eligible in all

other respects) may receive a pension from the Veterans Administration, provided the death of the Fleet Reserve member is not service-connected. In other words, the VA monthly compensation or pensions are payable to survivors only when the deceased Navyman had a service-connected disability for which compensation is payable if 10 per cent or more in degree. See page 59 and other sections of the March 1955 issue of ALL HANDS for additional details.—Ed.

Carrying Ammo 25 Collateral Duty

SIR: We aboard USS Mount Katmai (AE 16) were very pleased to read the article about AEs in your July issue.

There is, however, a minor error in the photo caption at the bottom left of page nine. AEs do not "pull alongside" carriers in WestPac.

In all rearming operations I've seen

since I was assigned to AE 16 three and a half years ago, the "receiver" comes alongside the "giver."

We also think you might have mentioned the AKs serving on "TAD" as AEs, some of them for periods of as much as four years.

The crews of ships such as USS Chara (AKA58), Virgo (AKA20) and Titania (AKA13), really had to work harder during the Korean conflict than did regular AE crews, due primarily to the much larger dunnage requirements needed to secure the ammunition in their holds.

In closing, we want to thank you for a fine magazine, enjoyed—as its name suggests—by "all hands." J. H. B., GMC, USN.

• As you know, your replenishment orders in WestPac stemmed from a booklet which said—among other things—that the smaller ship shall make the approach on the larger.

In the Korean fighting USS Manatee (AO 58), at least, worked with small boys to starboard, continuing her course and speed while big boys came alongside to port. Singly, however, the AO often made the approach to the ship she was supplying herself.

Judging from the picture you mention, the approach could have been made by the AE—it looks that way.

Also, it was LantFlt—which, as you know, is sometimes very different in procedure, as witness the different types of rigs.

As for the AKs, you are entirely correct, of course. We wanted, however, to show ships with ammunition carrying as their main mission.

If we had mentioned AKs, then we would have been forced to include many other ship types. For example, the heavy cruiser USS Los Angeles (CA 135) occasionally supplied ammo to smaller ships!

Be that as it may, thanks for coming alongside with the nice words about ALL HANDS.

Any time you and your shipmates have any material for us, don't hesitate to send it in. You've got a good ship and one we'd like to hear more about.—Ed.



USS GENERAL G. M. RANDALL (AP 115) heads into port. The Navy transport's home port is New York, N. Y.

Reenlistment Bonus

Sir: If I have shipped over once and at the end of that second enlistment extended my tour of duty for an additional two years, do the two years count as another reenlistment when putting in for reenlistment bonus? In other words will my next reenlistment be my second or third?—A. E. D., SH1, USN.

• Under the provisions of the Career Compensation Act of 1949, as amended, a two-year extension effective on or after 1 Oct 1949 counts as a reenlistment, meaning that your next reenlistment will be your third, not second.—Ed.

Military FHA Loans

Sir: Even though there has been a good deal of publicity regarding the in-service G.I. loan, popularly known as the Military-FHA loan, it seems that not too much information has been published on obtaining and qualifying for such a loan. Many active service Navy-men are building their own homes, but find out that they are unable to obtain an in-service loan except through a contractor or real estate agent. Also, in the naval district in which I'm stationed, no bank will make such an in-service G.I. loan and so far I have been unable to find any loan association that will make such loans to an individual building his own home.—R. Z. W., QMC, USN.

• Among other things, Public Law 560 (83rd Congress) was designed to aid in providing housing for personnel of the armed forces of the U.S. and their families through a system of FHA mortgage insurance specially designed to assist the members in financing the construction or purchase of such housing. Detailed information on purchasing homes by military personnel was in the March 1955 issue of ALL HANDS.

It was not the intent of the above

act that the government provide the loan necessary to construct or purchase a home, but that the government would merely assume one-half of one per cent of the interest as payment for the insurance on the mortgage loan. It is therefore necessary for Navymen desiring to construct or purchase a home under Public Law 560 to contact a lending agency willing to make the required loan.

Lending agencies and banks would be reluctant to grant a loan for the construction of a house when the construction was to be accomplished by someone other than a licensed contractor. However, if you are able to procure a loan for the construction of a home and the construction meets the standards required by FHA, there is nothing in the law that would prohibit you from building your own home.—Ed.

Examination Booklets

Sir: What happens to the examination booklets used in each of the competitive exams given every year? I think each man should be allowed to keep his booklet, so that he may look up answers to the questions he could not answer correctly. In the process of finding the right answers, he would also increase his knowledge of the Navy and of his specialty.

Some men, of course, would discard the booklets without another glance, but those who really want that "rate" would find them most useful.—C. J. S., AD1, USN.

• You have a good idea, but it won't work. Upon completion of the service-wide competitive examination, examination booklets are destroyed by burning. It is not feasible to permit candidates to retain their examination booklets inasmuch as it is often necessary to issue delayed substitute examinations

Record Roll of a Ship

Sir: We have quite a discussion going on concerning the record roll of a Navy ship. What is the record and what ship holds it? Also, is there any record of a 52-degree roll taken by USS Egret (MSCO 46) on the St. Lawrence River in 1951 or '52?—M. J. M., CS1, USN.

• The Navy Department has no information on maximum roll of ships in the Navy. These "record rolls," the experts say, should be discounted since clinometers usually are inaccurate and exaggerate the roll. Further, the excitement and lack of reference plane cause error.

There are occasional reports of naval vessels rolling beyond their designed limits. BuShips doesn't say it isn't impossible, but BuShips does say it's highly improbable.

Reports have been received of a roll of 64 degrees by USS Wingfield (DE 194) and 45 degrees for YMS 80. In another case, the CO of USS Passaic (AN 87) reported to BuShips that while steaming in the Aleutian area the ship took a heavy sea and rolled to port about 90 degrees, and that she hung suspended in that unhappy condition about 30 seconds, then righted herself. She had to be towed in.—Ed.

to candidates who were not examined on the regularly scheduled examination dates (through no fault of their own). Although substitute examinations are different from the regular examinations; these "delayed" candidates might have an advantage over those who participated in regularly scheduled exams if examination booklets were freely available.—Ed.

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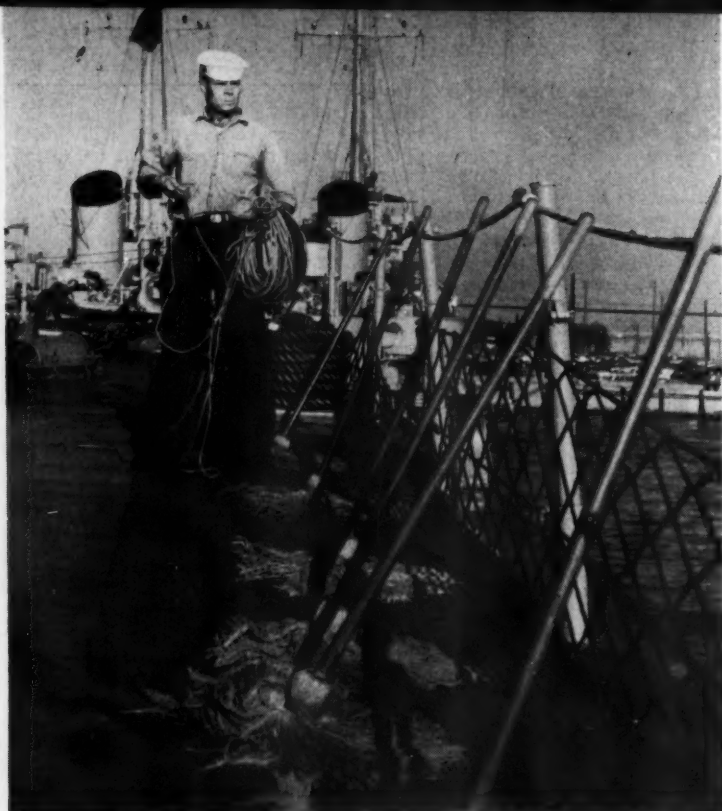
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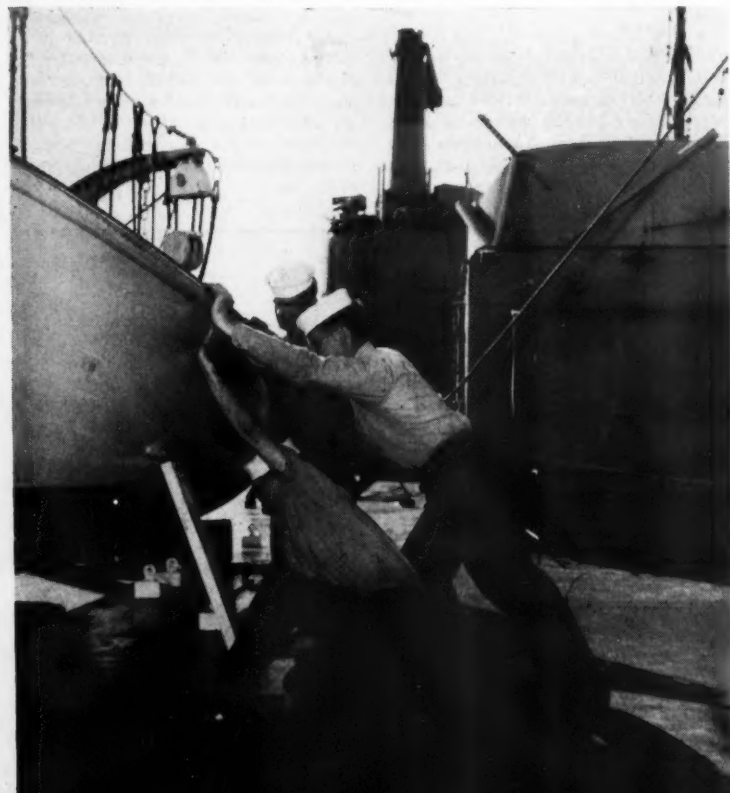
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READY WITH HEAVING LINE, M. C. Craft, BM2, usn, waits on deck of USS Conway (DDE 507). Below: BM in USS Sierra (AD 18) directs work on boat deck.



DECK GANG goes into action on foreca secure

The Deck Gang

IN THE DAYS of the sailing ships, the deck gang made up the entire crew of an American man-of-war. To the deck force belonged the job of manning the sails and riggings, and of keeping the ship neat and trim. They were the men behind the wheel, controlling the "horsepower"; in fact, they did everything that had to be done.

Although the motive power of ships has changed from sail to coal to oil and even to nuclear power, the deck force in today's Navy remains an integral part of every ship's organization. But like everything else, there have been innumerable changes made in the deck group ratings, changes which make their jobs even more varied and important than in the past.

Let's take a look at the old time deck gang and their modern counterparts. In the days of sail, you would have found such deck group ratings as Sailmaker's Mates, Captain of the Top, Captain of the Mizzenmast, Captain of the Mainmast, Captain of the Forecastle, and naturally, Boat-swain's Mates.

One of the old timers, now gone by the board, with his duties currently incorporated into the present day BM rating is the Master-at-Arms. This particular rating dates back to the time of Charles I of

ALL HANDS



Secure ship's mooring lines as USS Calcaterra (DER 390) approaches USS Conway. Right: Seamen secure after lines.

Keeps Ships Sailing in Atomic Age Navy

England, but in that era they were known as Sea Corporals.

In those days, the "Jimmy Legs" were the custodians of all the swords, pistols, carbines and muskets. They also had to see that the bandoliers were filled with fresh powder before going into action. Besides being the Chief of Police aboard ship, the MAAs had to be qualified in close order fighting under arms and be able to lead the drills under arms for the seamen.

Another job performed in the days of "wooden ships and iron men" which has been passed on to the present day Navy is that of holystoning the decks. In the old days, the backbone of the deck group, the seamen and boatswains, had to holystone on their hands and knees. (Some say that the name holystone came from the fact that the seamen were on their knees when performing the job. Others claim it acquired its name because most holystoning was performed on Sundays. Still another story has it that the holystones received their names from the fragments of broken monuments from Saint Nicholas Church of Great Yarmouth, England. They were used to scrub the decks of the wooden ships of the British Navy.)

Although you'll still find many veteran "holystoners" in the Navy today,

the holystone itself is becoming a rarity in the modern American Navy. With the arrival of iron ships the holystone is being replaced by the chipping hammer and wire brush. The boatswain's mate, however, is still the man behind it. Only the equipment with which he works has changed.

The Navy of today is quite different from the "holystone Navy," just as it's a long way from small, wooden sailing vessels to huge, 1000-foot long steel ships with engines rated at 200,000 horsepower and a ship's complement of more than 3500 men.

The only survivor of the deck rates of the old Navy is the Boatswain's Mate. In the present day rating structure, the BM rating has been combined with Quartermaster, Sonarman and Radarman ratings to form the deck group.

There's been a big change in the duties and assignments of the men in the deck group ratings over the years. All, that is, except the Boatswain's Mates. Although men, ships and equipment have undergone drastic changes, the work of the BMs is quite similar to what it has always been: the handy man, the jack-of-all trades, the master seaman.

The Boatswain's Mate

Let's take a quick glance at the

Boatswain's Mate, the oldest of all the ratings in the deck group, and senior rating in the U. S. Navy.

In contrast to the similarity of the jobs performed by BMs of the 19th century and today, is the man himself. Today, besides being the master seaman in the Navy, the Boatswain's Mate is looked upon as an excellent leader of men.

The term "Boatswain's Mate" is in itself one of the oldest titles in the Navy. It comes from the Saxon word "boat" and "swain," or "swein," meaning boat servant. In this instance, the word boat refers to the entire ship. To be a Navy Boatswain's Mate was the hope of many seamen in the English Navy as early as the 16th century.

The Boatswain's Mate has always been in the center of all activity aboard ship. If there's work topside to be performed, there will probably be a BM in charge. During battle, he'll be in the thick of it, acting as gun captain or as part of the gun crew. In rendering ceremonies, the man with the crossed anchors is there.

Traditional with the term "Boatswain's Mate" is the boatswain's pipe or whistle. Originally employed to "call the stroke" in ancient rowing galleys, it became, in the early Navy of England, a badge of office and of



QUARTERMASTER Third Class C. E. Paulsen, turns a trick at the wheel while at sea on board USS Rankin.

honor. The Lord High Admiral wore a gold pipe, suspended around his neck on a gold chain. Other commanders wore a silver pipe or "whistle of command" that was used to call attention to orders about to be passed and as a salute to ranking officers and personages. Later, the pipe became the distinctive emblem of the boatswain and his mates, and it is now used by Boatswain's Mates in the U. S. Navy.

The pipe, or call, as it is sometimes referred to, may be sounded in any combination of trills, peeps or shrill blasts, depending upon how it is held in the hand. When orders are passed on shipboard, the Boatswain's Mates of the watch "wind their calls" and call attention to their orders with the appropriate notes on their boatswain's pipes.

On a man-o'-war, during the ceremonies upon the arrival or departure of a ranking officer, the Boatswain's Mate stands at the gangway and "pipes the officer over the side." This custom originated in the days of sail, when captains visited one another at sea, and were hoisted aboard in a boatswain's chair when the weather was too rough to permit use of gangways.

During the hoisting, the pipe was used to give orders to "hoist away," "avast heaving" and "swing in." Certain of the seamen assisted by steady-ing the line, by giving the visitor a hand, and—as the custom has always been—by having "side boys" in at-



BOATSWAIN'S MATE, Quartermaster, and seaman work on flying bridge with navigator (at the pelorus) as their ship approaches the harbor area.

tendance during the ceremonies at the gangway, though their original duties are no longer required. Today they merely form a lane through which the visitor passes when entering or leaving a ship.

Quick thinking and actions are a necessity with any good Boatswain's Mate. Take the case of Boatswain's Mate Reuben James, USN, serving on board USS *Enterprise*, a schooner under command of Lieutenant Stephen Decatur, USN, during the war with Tripoli (ALL HANDS, December 1955, p. 28).

As part of the boarding party, the American had captured three Tripolitan craft and in desperate hand-to-hand fighting, Lieutenant Decatur was knocked to the deck. He was about to be slashed on the head by another Tripolitan when Reuben James, although suffering from disabling wounds in both arms, stepped in the way and received the blow of the scimitar intended for his skipper.

This quick thinking and heroic action has been typical of the Boatswain's Mates through the years. Since the Civil War and to the end of World War II, some 124 men wearing the crossed anchors have been awarded the Medal of Honor. This number is out of a total of 723 that have been awarded to naval personnel. (The MOH is awarded in the Navy during both wartime and peacetime.)

Day in and day out, the Boatswain's Mate must display his ability as top seaman, top boatman, top rigger and top gunner. It is this variety of skills that places him in a unique position. Other ratings can do some of these jobs but the Boatswain's Mates can do

them all — and do them well.

Unlike the members of the ship's black gang, who rarely see the sun rise or set at sea, the BM has a job that usually keeps him out on deck. This is also true when he draws shore duty. Here, he is frequently kept busy with master-at-arms duties or assisting the First Lieutenant about the station.

Aboard ship, he must know and be able to handle just about any job topside. The use of lines, cordage, wire, canvas and leather must be routine knowledge. Before a striker can join the petty officer ranks of this rating, he must be able to prepare rigging for all purposes, including heavy hoisting, towing and refueling. He must know the use of signal flags and lights; supervise the deck crew in cleaning and the preservation of the ship's hull and superstructure.

Shipboard procedure comes to the good Boatswain's Mate as naturally as breathing. He is qualified to stand gangway watches and take his turn as steersman; he can pass the word and pipe common shipboard calls.

Although it would be difficult to list every job a Boatswain's Mate has — at one time or another — been called upon to perform, here are some of the major items which he must be able to handle:

- **Small Boats**—As a boat coxswain or Boatswain's Mate in charge of a number of small boats, the BM will have a number of men working under his supervision. He must know all there is to know about the boat's equipment, capacity, and handling. How to get the boat safely in the water, how to hoist it back aboard



THE RIGHTHAND MEN of navigator and watch officer are the members of the deck gang. Here, they take messages on the signal bridge of USS Rankin.

and secure it are of prime importance.

- **Piloting and Navigation**—Although most Navy POs know something of buoys and the "Rules of the Road," the BM must have a good working knowledge of this. Since he may someday find himself as skipper on a picket boat or small yard craft, he must know the buoyage systems in use, how to read nautical charts, and must be able to use such navigational instruments as the various type compasses, protractors, parallel rulers and stadimeters.

- **Deck Seamanship**—This is the base of all BM work. Since a Boatswain's Mate begins his career as seaman in the deck gang, he'll probably have this type of work down pat. The BM's know such jobs as handling ground tackle, working on small boats, chipping and painting the deck and superstructure, refueling at sea, taking charge of lines for mooring the ship and rigging gangways, accommodation ladders and booms.

- **MAA**—Although any petty officer may be a Master-at-Arms, it is usually the BMs, as senior line POs, who draw this assignment. Under the Chief Master-at-Arms, who comes directly under the exec, the MAAs are the ship's police force, enforcing ship and Navy regulations; handling the brig and prisoners, mustering the PALs and supervising the Lucky Bag. Another MAA job the BMs usually draw is in the mess hall, handling mess lines, and as bossman of the messcooks.

- **Marlinespike Seamanship**—Closely connected with deck seamanship is the use of lines, wire, canvas and leather. Making such items as boat fenders, cargo nets, hatch and

boat covers is all in the day's work for the Boatswain's Mate.

- **Gunnery**—Acting as Gun Captain, the Boatswain's Mate plays a big role in the offensive action of his ship. The safety of the ship might easily depend on how well he knows his gun and how thoroughly his gun crew is trained.

- **Amphibious Boats**—A specialty for which a Boatswain's Mate might qualify is that of Assault Boat Coxswain. Although as a BM he must have a good working ability on the craft, he can become a specialist in this field, knowing how to launch and beach landing craft, how to use anchors and winches both to beach and to retract his craft, and how to launch, assemble and operate pontoon barges.

The Quartermaster

The second oldest rating in the deck group, and second only to Boatswain's Mate as senior rating in the U. S. Navy is that of Quartermaster. The duties of the Quartermaster in today's Navy are roughly similar to those of years gone by. However, the men of this rating require more technical knowledge in the performance of their jobs.

Both the Army and the Navy have quartermasters, but their jobs are 180° out. In the Army, the QM does the job normally performed by the shipboard "S" division. The Navy quartermaster, on the other hand, is the watch officer and navigator's right hand man, aiding in just about everything concerned with navigation and signaling.

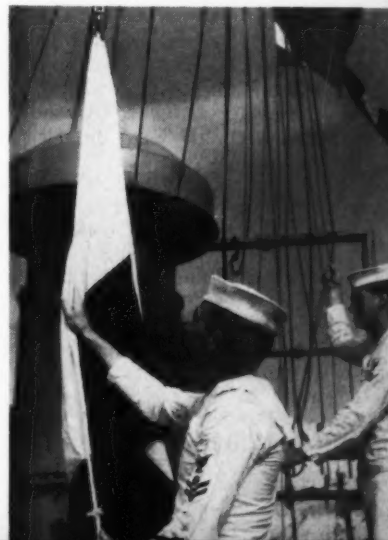
Back in the 18th century, the sea-going quartermasters actually were



SONARMEN AND RADARMEN are the protecting eyes and ears of Fleet. Shown is O. V. Clark, SOC, USN.



TODAY'S Quartermaster is signalman too, must know all equipment from searchlight above to flag bag below.





OLDEST of deck ratings, boatswain's mates like this early Navyman sailed seas as far back as 16th Century.

soldiers assigned as "masters" of the quarters of troops embarked on transports.

As time went on, they were so useful it became the custom to have these men remain on board their ship even after the troops had disembarked.

These men were gradually assigned other duties in the ship. Eventually, they were integrated into the crew.

As the chief assistant to the conning officer and the navigator, the quartermaster of today must have the answers to any question that might come up during his watch. As the "secretary" to the OOD, he must know the duties of the officer of the deck.

An important duty of the Quartermaster of the Watch is keeping up his Quartermaster's Notebook. Into this book, the Quartermaster enters almost every event that occurs during his watch. Typical information going into the QM notebook includes items relating to men in the ship, events occurring aboard the ship, and events occurring in the area around the ship.

The Quartermaster also has the job

of entering in the rough deck log such information as shaft revolutions, distance covered by ship, course, weather observations and other items such as fuel, water, draft upon entering and leaving port, magazine temperatures, tides and currents.

The Quartermaster must be able to read and interpret the various weather instruments and have a good working knowledge of aerology. In ships that do not carry aerographers, the QM is the man who must know all the various weather map symbols and be able to make up weather charts and give intelligent observations of the weather.

As the chief assistant to the OOD and navigator, the QM must know how to take and plot bearings and be able to use the various instruments, such as the compass, azimuth circle and stadimeter. It's his job to keep informed on the latest hydrographic information and to keep the ship's charts up to date.

Quartermasters seldom stand routine steersman watches, but it's usually the chief or first class QM who takes the wheel during general quarters, fueling underway, getting underway, going alongside, or whenever an unusually expert steersman is required.

The term "steersman" is relatively new to the U.S. Navy. It is the word now used instead of "helmsman." In the days of the Norsemen, a ship's rudder was turned by means of a lever called a helm, corresponding to the tiller on a modern ship's motor whaleboat. From this arose the custom of calling the man who steered the ship a helmsman. Helms are no longer a feature in ship's steering gear, but the custom of calling a steersman a helmsman still persists among the men of the sea.

Another important function of the men in the Quartermaster rating concerns honors and ceremonies in respect to high civil officials, flag officers and the national ensign. When it comes time to render honors, you don't have time to break out the publications that deal with the various types of ceremonies.

The QM is the man with the answers. When a vessel is about to pass his ship, the Quartermaster must make sure that someone is at the gaff in time to return each dip promptly when passing any merchant ship under U.S. registry or the registry of any nation recognized by the U.S.

When the ship is at dress, or full

dress, the Quartermaster is the man in the middle of all the work. Likewise, breaking out and displaying the flag of the President, Secretary of Defense, Secretary of the Navy, and other high officials, falls in his province.

Since the former Signalman rating has been absorbed by the Quartermaster rating, the QM of today must also be an expert on signaling with flashing lights, flaghoists, semaphore and pyrotechnics.

It would be hard to list every job that a rated Quartermaster must know and be able to do. Just to mention a few items, the QM must know about such things as the steering machinery, steering engines, emergency steering gear, ship's telescope, binoculars, sextant, pelorus, alidade and chronometers.

The Sonarman

The other two ratings in the Deck Group are Sonarman and Radarman. The men in the Sonar rating are essentially anti-submarine men. Their job is to detect and aid in the sinking of enemy undersea craft. The Radarmen, on the other hand, are mainly concerned with detection and ranging on surface ships and aircraft.

Detection is the big work in anti-submarine warfare. The sub must first be found if it is to be sunk and that is where the Sonarman and his equipment come on stage.

Like most electronic marvels, it's the human operator behind the wires and tubes that make it count. The job of diagnosing each sound plucked from the depths by the sonar equipment rests squarely on the shoulders of the Sonarman. He must determine the importance of each sound that appears on the video or audio equipment. As an operator, the Sonarman takes on a task little publicized, but very important. He is the first to contact the enemy hidden beneath a shield of water.

Briefly, here's how sonar works. An object called a transducer extends from the bottom of an anti-submarine ship. It sends powerful sound waves out into the water by making a quick sharp vibration that is called a transmission. These vibrations form a cone-shaped sound beam—like the beam from a searchlight—which can be trained in any direction.

If the sound beam strikes an object in the water, an echo is reflected back to the ship, and the transducer picks up this echo and sends it

through the sonar equipment to the ears of the operator or translate it to a visual presentation on a screen. From these echoes, the Sonarman determines where the object is, how far away it is, in what direction it is traveling, how fast it is going—and whether or not it is a submarine.

Another type of equipment, called scanning sonar, doesn't use the searchlight beam principle. Instead, the transmission goes out in all directions simultaneously, something like the ripples on a pond when you've thrown a rock into it. Scanning sonar is usually operated with depth-determining gear which uses a transducer that can be depressed and elevated to determine how deep the submarine is. Both scanning and depth-determining sonar are comparatively new developments.

The Sonarman trains the sound beam through the water by means of a hand wheel that controls the transducer. He searches the underwater ocean area according to a set procedure until he hears the echo that means the sound beam has struck a submarine (or a school of fish).

Once located, the submarine must be kept under observation by the Sonarman. From the information relayed by the SO, the conning officer directs the ship to the attack.

As you can see, the electronic equipment needed to produce such results is complex and consequently the maintenance problems are difficult. So the SO must be trained to make adequate repairs of an emergency nature and do the maintenance work which helps eliminate the necessity of overhaul.

Sonarman aren't necessarily restricted to detecting submarines. The best lookouts can't see an underwater mine. But the Sonarman can easily detect such stationary objects in the water. A Sonarman at a shore harbor defense station can help prevent enemy subs from penetrating a harbor. Serving in a submarine, the SO can pick up a reef or other underwater obstacle in unfamiliar or poorly charted waters.

The SO is also employed in the air arm, although here he has his own special equipment and problems.

Lighter-than-air activities have been experiencing a renewed emphasis on ASW work. The Sonarman is a recent addition to airship crews. The "dunking sonar," carried by blimps and helicopters, is a listening gear dragged through the water on



SEAMAN striking for BM must have a good working knowledge of the 'Rules of the Road.' He may some day find himself skipper of a small Navy vessel.

lines hanging from the low-flying aircraft.

The word "sonar" comes from the work performed by the equipment. **SONAR**. This rating came about during World War II, when the U.S. Navy invented equipment (and trained men to operate it) to overcome the enemy submarine menace, which was costing thousands of lives and millions of dollars in needed equipment.

The Radarman

The fourth rating in the deck group, Radarman, also had its beginning during World War II. Like sonar, the word radar just didn't come about. It, too, was taken from the words describing the work this piece of equipment performed: **RADIO** Detection And Ranging: **RADAR**.

Radarman, like the Sonarman, are operators of intricate electronic search and ranging equipment. In effect, they operate the equipment that serves as the eyes of the ship, particularly during darkness or foul weather.

The Radarman is mainly concerned in scanning the surface and air. Detection of enemy aircraft and surface ships before they gain the drop on you can determine if you'll see the next day.

Again, as with sonar, it's the man operating the radar gear who can spell the difference between victory

and defeat. In scanning, he must be able to distinguish between normal disturbances and those created by the enemy.

The radio waves sent out by the radar antenna reflect on the solid object, either the ship or aircraft, back to the receiver on your radar set. By various calculations, the Radarman can determine the range and bearing of the object.

Radar was originally devised as a warning instrument to detect aircraft. But it soon became evident that it could do much more. By plotting successive positions of enemy ships or aircraft, the target's course and speed could be determined. Not only that, experience showed that radar could tell the operator whether the target was a large ship, small ship, airplane, or a variety of targets.

Today, radar can determine not only the enemy's location, but also tell whether the craft is a surface ship or an airplane, the direction in which it is going, how fast it is traveling, its altitude, and the approximate number of individual targets.

Radarman also use their equipment to aid in fire control and navigation. During World War II, around Attu, when visibility was zero, radar pinpointed the various Japanese targets for the shore bombardment ships supporting the landing on that island.

Because of the intricacy of the radar equipment, it results in highly technical maintenance problems. Although the Radarman is not expected

to be a technician (most of them have an excellent working knowledge of the innards of their equipment) he is trained to make emergency repairs and do maintenance work.

The Seaman

The backbone, and muscle of the deck force, are its Seamen. They steer the ship, fire the guns, and man the boats. When the call goes out for a working party, you can bet your next payday that seamen will make up the larger part of this crew.

When a small boat is lowered into the water, the seamen man it. When line handling parties are needed, the seamen are there. When a deck needs chipping, the man behind the hammer is the seaman. If the side needs painting, the man who goes over the side is the seaman.

The men in the seaman rating must be exceptionally versatile. The variety of jobs they perform and watches they stand demand both mental and physical agility. Watches stood by seamen include lookout, steersman, engine order telegraph, messenger, orderly, anchor watch, fire watch, telephone talker, lifeboat crew, lifebuoy watch, sideboy and security watch.

A seaman in the deck force, if he wants to do his job well and qualify for advancement to the PO ranks,

must know small boat nomenclature, amphibious craft, Rules of the Road and marlinespike seamanship.

The seaman must be able to handle such tools as the knife, fid, the palm and needle, the marlinespike, the serving mallet, be able to tie knots

HERE'S A CHALLENGE to marlinespike seamen. Try your hand at some of these pictured on a Spanish knot board assembled by the crew members of USS Mount McKinley (AGC 7). They are: (A) Man Harness, (B) True Shamrock Knot doubled, (C) Mainstay, (D) Cape Horn Masthead, (E) Kettledrum, (F) Inverted Sailor's Breast Plate with interlocking ends, (G) Napoleon, (H) Line-man's Bowline, (I) Eye Bowline, (J) Yoke Line. Numbers (1) Round Turn Spanish Bowline, (2) Hitched Spanish Bowline, (3) Double Spanish Knot Sheepshank, (4) Reef Knot Spanish Bowline, (5) Double knotted Spanish Bowline, (6) Double Spanish Bowline, (7) Spanish Windlass, (8) Spanish Knot with Carrick, (9) False Spanish Bowline, (10) Spanish Knot, (11) Larkshead Spanish Bowline, (12) Spanish Bowline, (13) Outside Spanish Hitching, (14) Inside Spanish Hitching, (15) Spanish Rose (16) Spanish Mat, (17) Spanish Stitching. Incidentally, these knots tell a story.

and know what type of knot to use where. As a deck seaman, he must be able to rig the ship's gangway, handle cargo, know the routine for entering and leaving port, man the chains and take soundings, rig a stage for work over the side, work in a boat-swain's chair and prepare different surfaces for painting.

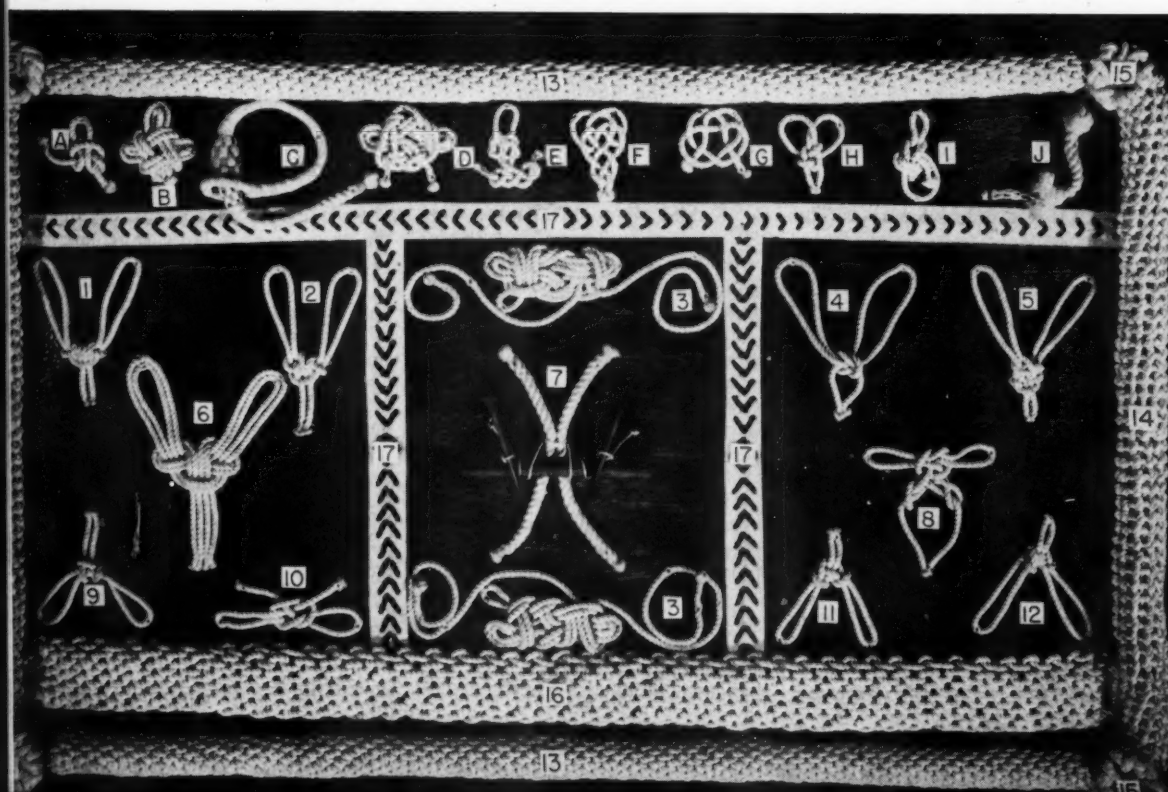
Anchoring and mooring also call for plenty of work by the seaman gang. One of the signs of a good seaman is good line casting. It takes hours of practice to perfect this art.

Gunnery is another vitally important phase of the seaman's job. The majority of a gun's crew is made up of seamen. Like the gun itself, the crew must operate like a smooth running machine. This is accomplished only through hours of practice. Such jobs as sight setter, trainer, pointer, loader, first loader and hot shellman are performed by seamen.

It's understood that the seamen know all about the operation of the various guns aboard ship, the different types of ammunition, what to do in case of a misfire and all other safety precautions.

This is the Deck Gang—and the job it does in your ship becomes more important with each improvement and development in your Navy.

—Rudy C. Garcia, JO1, USN.





Men with a Line

EVEN THE LANDLUBBER knows the importance of the line in the "old Navy" when the twisted fibers were used to hoist the power-giving sails on our warships. Today, line is just as important although its use may not be as obvious from the shore.

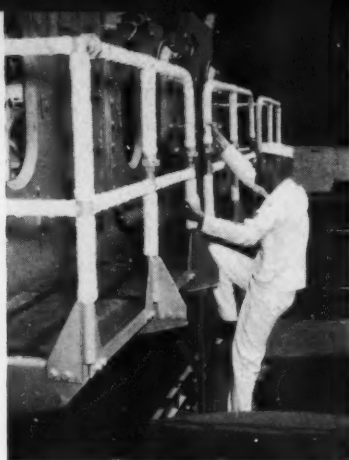
From the king-size six-inch fiber line to small cordage such as ratline and marline the seaman soon learns how many important jobs this "ancient mariner" can still do aboard his ship. Mooring, rigging boat falls, preparing for fueling at sea, towing, and rigging boatswain's chairs, life lines, and scaffolding for painting and chipping are a few of the sea duties requiring knowledge of marlinespike seamanship. Today's Navy-men, like the salts who sailed before them, find themselves falling in with the tradition of the sea in respecting and caring for their line with a feeling similar to that which a pilot has toward his safety belt.

Top: Seaman dresses and secures cruiser's bow line. *Top right:* Lines support side cleaners as they paint and chip underneath catwalk. *Right:* Sailors receive instructions in hawser splicing. *Lower right:* Lines of boatfall perform double duty as lowered LCM creates port list to raise ship's damaged starboard area out of water. *Bottom:* Seamen rig highline for the transfer of ammunition during rearming at sea.





CROSSPOINT PATTERN of 48 strands is applied to vent pipe of *USS Salem* (CA 139) by B. L. Hamilton, SN, USN.



FANCY ROPE WORK on *Salem's* gun turret gives her class. **Right:** boatswain's mates of *USS Mount McKinley* (AGC 7) are shown worming a line for protection.



Marlinespike Seamanship

FANCY ROPE WORK and the art of knot tying are long standing traditions of the sea. Like other nautical traditions, Navymen today throughout the Fleet are keeping the salty art alive as it was handed down from boatswain's mate to boatswain's mate through the years.

Because of its practicability and smart appearance, fancy rope work is employed on all types of Navy ships. The tradition has also spread to many naval airplanes and helicopters. In addition to the aspects of its beauty this art fills in many spare hours at sea. Often seamen may be found sitting in small groups below or topside weaving intricate designs with white line while swapping yarns as sailors have done for centuries.

Historically speaking knot tying goes back as far as man himself, and is even practiced in the animal kingdom. (Gorillas tie granny knots in vines to hold saplings in place while

building a nest.)

Through the ages evidence of the knot and its growing importance has been left in the relics man has left behind him. The ancient Greeks have even left "books" on the art of knot tying and they were so impressed by its decorative qualities that knots were often carved into their sculpturing. (Knots have played a role in legends and literature too, the Gordian Knot being one example. When an oracle declared that the man who should untie this complicated knot would conquer the world, Alexander the Great accomplished the feat (in an unseamanlike way) by cutting it).

Primitive tribes in remote parts of the world have been found to have their life centered around the knot both as a practical tool in creating most of their meager needs and as the core of their superstitions. For example, the Zulu hunters tie a knot



POINTING a hawser by the numbers.

Above: line is whipped and strands

unlaid. Below: Yarns are tapered, three strand braiding of outside yarns is begun and tapered rat tail is made.





ORNAMENTAL KNOTS dress up gig. Right: MacNamara lace is made by stripping horizontal line strands from canvas and weaving them into patterns.

Develops into Fine Art

in the tail of all the game they kill for they believe the mysterious powers of the knot applied thus will keep the meat pure.

It seems that almost everyone has tied the knot in some form or other. However, it was the seaman who developed it into a fine art. First knots tied and devised by sailors were undoubtedly for practical purposes, but in the long hours of ocean voyages in the days of the old sailing vessels where libraries, lounges, and movies were not yet to be found aboard, sailors soon found that a few feet of line could while away time and challenge the best imagination and nimblest of fingers.

Fancy knots were developed for their decorative value, and the skill to create them became symbolic of the old salt's sailing ability and seamanship.

One might think that in a modern Navy of steel ships and cables that

nautical knot tying would have reached the end of its rope. But lines still play an important part in the bluejacket's life and sailors take pride in keeping alive the knotty traditions.

Across the top of this page are examples of marlinespike seamanship as tied by men of the Fleet, from such ships as *uss Salem* (CA 139), *uss Mt. McKinley* (AGC 7) and *uss Chukawan* (AD 100).

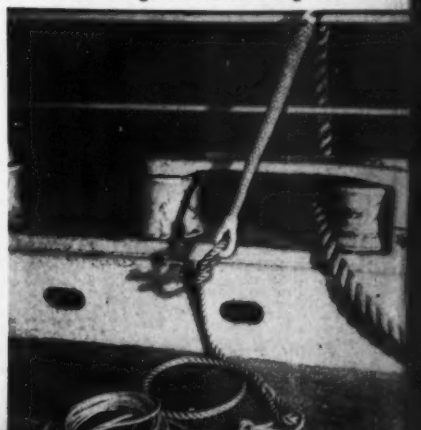
A good example of the interest and pride Navymen still have in their ability with the line is the knot-tying bee recently held aboard *Mount McKinley*. The event was run off with eliminations after the fashion of the rounds of a spelling bee and prizes went to the winners.

This is just a sample of the tradition being carried out on Navy vessels today. If you or your shipmates have some samples of this salty art on your ship that you are proud of, ALL HANDS would like to see them.

FOX and geese decorate below decks pipes of *Salem*: Below: D. Robinson, uses fid to splice on *USS Chukawan*.



BRAIDS are finished, fox and geese are whipped and pointed hawser is shown with messengers and heaving line.





UNPACKING NEW LINE

REMOVE the cord wrapping but leave the burlap cover on whenever practical.

UNCOILING NEW LINE

Lay coil on deck with the inside end at the bottom of the center tunnel. Start uncoiling by drawing the inside free end up through the top of the coil. Unwind carefully to avoid kinking.



KEEP LINE CLEAN

DON'T ALLOW DIRT or sand to work their way between the strands—this may cut fibers. Wash with clean water if necessary but be sure to dry thoroughly before coiling and stowing.

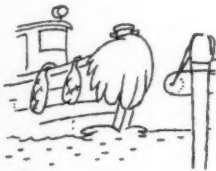


DON'T STOW LINE WHEN WET

SELECT A COOL DRY PLACE with good air circulation to avoid developing mildew and dry rot. Do not cover line except to protect against the weather. Covering stowed line not only holds in destructive moisture but prevents deterioration from being seen.

FIND A NEW USE

OLD LINE can be worked into practical units such as puddings, fenders, mats and chafing gear. It also may be cut in small pieces and separated into strands and yarns for stops.



BEWARE OF CHEMICALS AND PAINT

DRYING OILS such as linseed oil will damage line. You can increase the life of a line by keeping it free from paint.

SEVERE DAMAGE to rope and fibers can be caused by contact with chemicals and fumes. Examples: line exposed to chemicals used for washing outsidings of buildings; exposure to acids used in storage batteries.



"COIL LINES WITH THE 'LAY'"

The "lay" is the direction the rope is twisted in making it.



right-laid line



left-laid line

RIGHT-HANDED or plain-laid line is line with the lay twisted to the right and should always be coiled in clockwise direction as shown in illustration in center of page.

LEFT-HANDED line is made with the strands twisted to the left and should be coiled in a counter-clockwise direction.

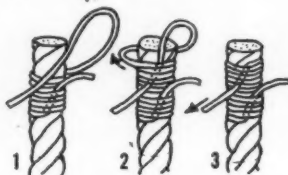


KNOW YOUR KNOTS AND SPLICES

TIE KNOTS CORRECTLY so that they can be untied carefully without injuring the line. You can cut out worn or damaged sections of a line and splice it together again. A good splice is safer than a worn or damaged part. Check with your boatswain or *The Bluejackets' Manual*.



STEPS IN MAKING A WA
a quick and effective way to secure unro



TEMPORARY WHIPPING

HOW TO CONSERVE

LINE CONTRACTS WHEN WET! Be sure to slack off running gear in damp weather, otherwise lines will be injuriously strained.



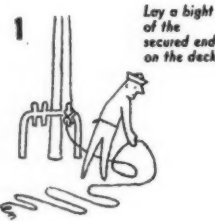
CONTINUED EXPOSURE to sunlight
tined exposure (even) will dan

COIL CAREFULLY TO A

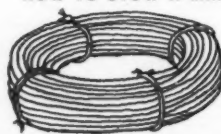
THE STRAIGHT COIL OR RIG

Coil right-laid line clockwise

Hold first bight in left hand and coil away from you in the direction of your thumb

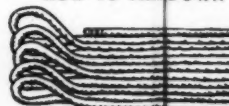


HOW TO STOW A LARGE COIL OF LINE

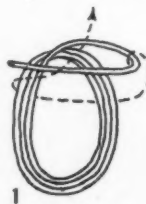


Large coils should be stowed down with three or four rope yarn stops.

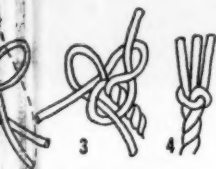
HOW TO FAK DOWN



Lay the free end out in a straight line then turn flat coil. Continue to lay flat with the e



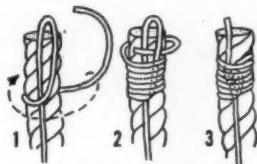
Suggested ways to secure small coil of line



MAKING A WALL KNOT
to secure unraveling ends of a line.

AT THE END OF THE LINE

KNOW YOUR WHIPPINGS and end-of-rope knots. Temporary whippings (shown below) and the simple wall knot, with no whipping needed, are excellent ways to keep your free ends neat until you can get around to a more permanent whipping with needle and palm.



TEMPORARY WHIPPING

SERVE NAVY LINE

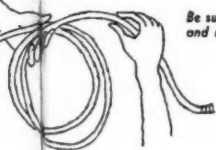


HANG LINE loosely in the sun or in a warm, dry room as soon as possible after it has been wet.

EXPOSURE to sunlight and con-
sistent wear will damage line.

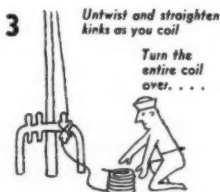
HOW TO AVOID KINKS

COIL OR RIGHT-LAID LINE



Be sure to straighten out
and untwist all kinks as you go

light
bright
amount



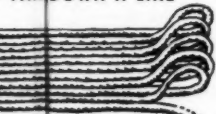
Untwist and straighten
kinks as you coil

Turn the
entire coil
over. . . .



. . . and it will
be clear
for running

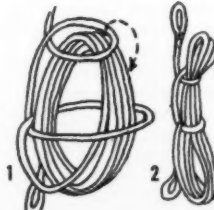
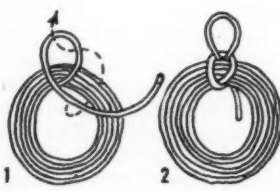
FLAT DOWN A LINE



straight line then turn back an eye to form a close
flat eye with the ends of the preceding coil.

HOW TO FLEMISH DOWN A LINE

Make a small circle of the free end and continue
to lay small circles around it closely until the
entire line is down in a flat coil and gives the
appearance of a tightly coiled watchspring.



all coils of line for temporary stowage.

CHECK YOUR LINES CAREFULLY!

INSPECT ALL LINE before assigning a use to it. A broken line may cause serious damage and loss of life. Don't overload lines. This is dangerous to men and materials. Lighten your load or use heavier line.

BROKEN FIBERS show up as small fuzzy tufts. SOFTNESS can be found by pressing fingernail into the strand. MILDEW AND MOLD can be located by unlaying the strands and untwisting the yarns.



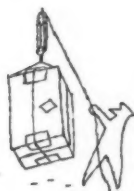
REVERSE ENDS OF THE LINE

A PERIODIC SWITCH of one end's use for the other is a wise move to distribute the wear over the whole line and so increase its length of service.



DON'T DUMP LINES IN A HEAP

WHEN CARRYING large quantities of line use a spool or make a neat coil stopped in several places with yarns or small stuff. Small quantities of line can be carried neatly coiled on your arm. Make it easier for the next man to use the line . . . it may be you. Hang lines on pegs coiled and secured with the suggested hitches shown at bottom of page.

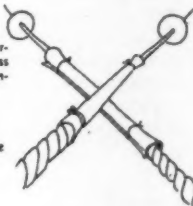


SOFTEN SHARP TURNS IN A LINE

USE MATTING OR PADS to protect line from extra strain and cutting or breaking of fibers when use requires abrupt change of direction.

AVOID CHAFING

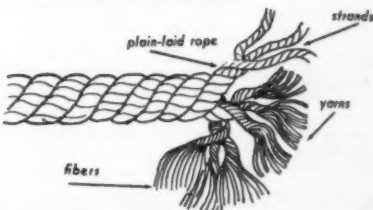
CHAFING GEAR can be rigged to protect mooring lines from wearing at points where lines cross each other. This consists of lashing strips of canvas around lines at points where they cross.



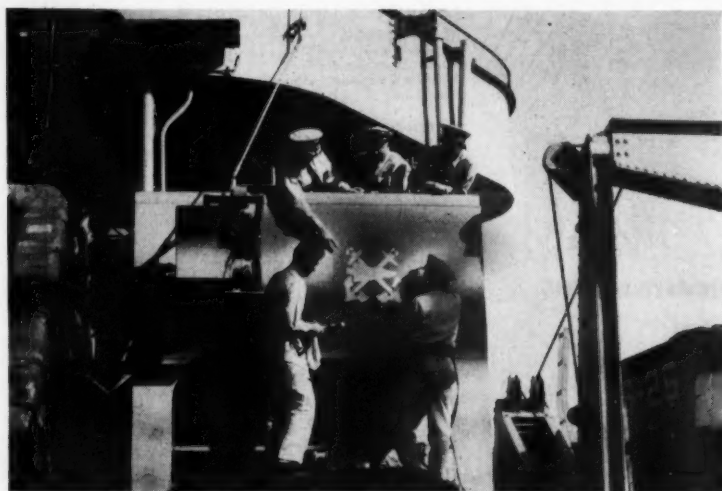
SELECT BLOCKS that are proper size for the line and job.



CABLE-LAID MANILA ROPE



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



MARK OF DISTINCTION, Assault Boat Award insignie, is painted on *uss Botetourt* (APA 136) as skipper CAPT J. B. Grady, usn, at upper left, supervises.

Tunny Not Upset by Weather

Mariners don't often set out to look for bad weather—but that was the assignment given *uss Tunny* (SSG 282) recently. *Tunny*, a guided missile submarine of the Pacific Fleet, was ordered to find herself a lively storm area and proceed with her assigned rough weather tests.

Tunny's orders called for a cruise of at least 12 days' duration, with at least three of the days being spent in "State Five" seas—or rougher ones, if available.

Departing from Port Hueneme, Calif., the submarine proceeded northward along the West Coast, plotting her course on the basis of weather broadcasts from Honolulu, San Francisco and Kodiak.

After several days at sea *Tunny's* skipper reported "Weather Excellent! State Five and Six seas." (State Five seas are "very rough," with eight-to-twelve foot waves that heap up and occasionally break; State Six seas are referred to as "high," with extensively breaking waves ranging from 12 to 20 feet high.

Commander Submarine Squadron Five, under whose command the storm hunter operates, replied: "From the calm waters of San Diego Bay we salute you."

Tunny and her crew took shelter in Seattle after successfully completing her unusual mission, and all her crew members enjoyed a well-earned rest in the peaceful port.

Tunny gets her name from a giant fish weighing up to half a ton.

Assault Boat Award

The Assault Boat Award insignie—crossed anchors with a superimposed spearhead—has appeared for the first time in the Atlantic Fleet Amphibious Force on the attack transport *uss Botetourt* (APA 136).

The insignie is awarded by Commander Amphibious Force, U. S. Atlantic Fleet, to amphibious ships which meet certain rigid requirements, including boat control skill, debarkation and loading, and beaching tactics. In the final test for the award, waves of assault boats must be launched and must reach the beachhead within a specified time, depending on the ship's distance from the beach and existing sea conditions.

Botetourt is authorized to display the insignie for a period of six months or until the end of the fiscal year, whichever is longer. At that time the ship may retain it by again complying with the original requirements.

Training to qualify for the insignie has been intensive in *Botetourt*. As an added incentive the commanding officer stated that if boat crews succeeded in claiming the award, he and ship's officers would personally paint the insignie on the ship.

'Tacan' for Forrestal

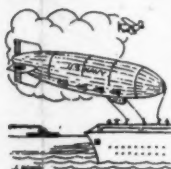
The air group in *uss Forrestal* (CVA 59) will be the Navy's first fighter-attack unit fully equipped with the revolutionary flight control system "Tacan" (tactical air navigation).

Carrier Air Task Group 181, in training at the Oceana Naval Air Station, was the first to receive the airborne Tacan units. By the time the group boards *Forrestal* this month, all its jet aircraft are scheduled to be equipped with the new system.

The Tacan system will provide a pilot of a highspeed jet aircraft his position within one degree of angular range and two-tenths of a mile in distance. It is the first system perfected that will give the pilot his actual distance, in miles, from a predetermined station location.

Tacan is expected to prove effective for determining air positions of many planes and to govern aerial rendezvous for fighters and interceptors.

YESTERDAY'S NAVY



On 9 Jan 1847 a naval force exchanged sharp cannon fire with Mexican forces at Mesa, Calif., and when the enemy retreated the Americans moved in and occupied Los Angeles. On 27 Jan 1942 *USS Gudgeon* became the first U. S. submarine to sink an enemy warship by sinking a Japanese sub off Wake Island in World War II. On 30 Jan 1862 the ironclad steamer *Monitor* was launched at the shipyard at Greenpoint, L. I. On 25 Jan 1898 battleship *Maine* arrived at Havana Harbor, Cuba. On 27 Jan 1928 the rigid dirigible *Los Angeles* landed on *USS Saratoga*.

News of Navy Ships

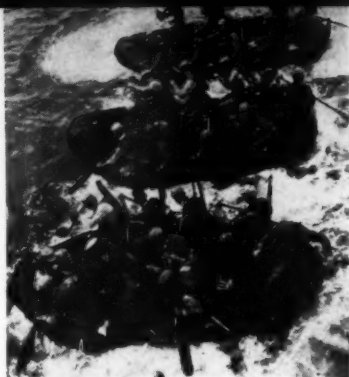
It's been a long time—nearly nine years, in fact—since a **Boston** has been on active duty with the Fleet, but the former CA 69 is now being fitted out for duty as CAG 1, the Navy's first guided missile cruiser (ALL HANDS, December 1955, p. 59). Meanwhile, **uss Canberra**, a **Baltimore**-class sister of **Boston**, is expected to be recommissioned as CAG 2 in the spring. Formerly the CA 70, **Canberra** will be the Navy's second combat ship capable of firing supersonic anti-aircraft missiles.

In the "bigger" Navy, one of the few active battleships, **uss Wisconsin** (BB 64), is completing a four-month period of routine overhaul at New York Naval Shipyard (including new barrels for her nine 16-inch guns); while the "Fighting Lady," **uss Yorktown** (CVA 10), has rejoined the Fleet after a "face lifting" at Puget Sound Naval Shipyard.

Other conversions and recommissionings include:

- **uss Lowe** (DER 325), a newly-converted radar picket escort destroyer which has been recommissioned at the Long Beach Naval Shipyard. **Lowe** was first commissioned in Orange, Texas, in 1943. Later decommissioned she was reactivated by the Coast Guard in 1951 at Green Cove Springs, Fla., and served as an ocean weather station ship. Placed in the Reserve Fleet again in December 1953, this time at Long Beach, Calif., **Lowe** began conversion for her new duties last fall. The new DER is scheduled for duty in the Pacific Northwest as part of Escort Squadron Five.

- Another 1943-vintage destroyer escort, **uss VanDivier** (DER 540), has also been recommissioned as a DER, this one at Boston Naval Shipyard. **VanDivier** was built and launched at Boston in 1943, but the 306-footer was suspended with the end of World War II and she was



EASY DOES IT—Submerged **Sealion** leaves combat-equipped Marines floating in rubber boats on surface.

"mothballed" without being commissioned. Work on the 1643-ton vessel was resumed in 1954. **uss VanDivier** has the distinction of being the Navy's only steam-propelled radar picket, all other DERs having either diesel or turbo-electric drive systems. This innovation, part of the Navy's continuing program of experimentation with various types of propulsion, has increased the vessel's speed at least five knots.

- Two other radar picket conversions have been slated for the Long Beach yard. They are **uss Forster** (DE 334 and **uss Lansing** (DE 338).

- **uss Barbero** (SSG 317), just recommissioned at Mare Island Naval Shipyard, is the second submarine to be converted to guided missile status. She is scheduled to join the Atlantic Fleet next spring after extensive training in the Pacific.

Appropriate sponsors were found for three more additions to the Fleet:

- **uss Suribachi** (AE 21), named for Iwo Jima's volcanic mount where the Marines planted that flag, has been christened by Mrs. Lemuel C. Shepherd Jr., wife of the former USMC commandant. With an overall length of 512 feet and a beam of 72 feet, **Suribachi** has a cargo capa-

city of 7500 tons and can service ships from both sides simultaneously. She is the first of her class.

- **uss Barry** (DD 993), launched at Bath, Me., was christened by a great-grandniece of Commodore John Barry, Revolutionary War hero for whom the vessel is named. **Barry** is third in the **Forrest Sherman**-class of destroyers.

- **uss Courtney** (DE 1021), a 1930-ton escort vessel launched at Bay City, Mich., was christened by the mother of Major Henry A. Courtney Jr., USMC, Medal of Honor winner for whom the vessel is named. **Courtney** is the fifth vessel of the **Dealey** class to be launched.

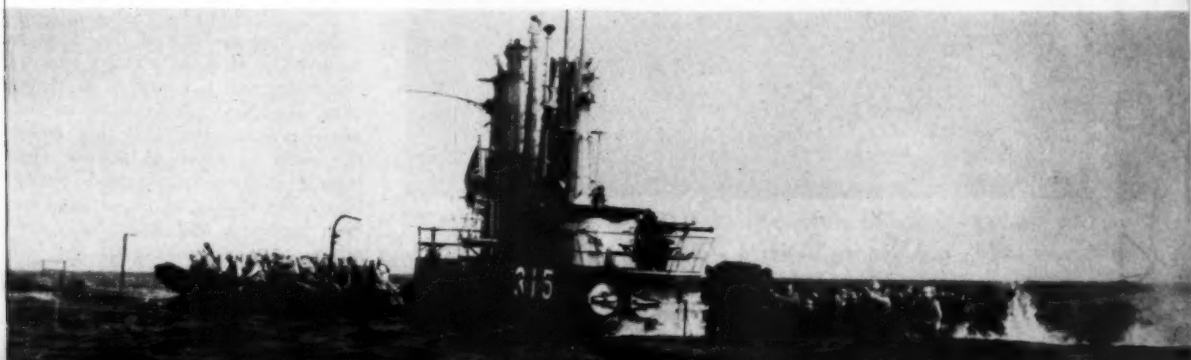
- **uss Harris County** (LST 822) has joined the reserve fleet ranks at Seattle after 11 years of action ranging from the invasion of Okinawa to Operation Dewline, the resupply mission to the nation's arctic radar defense stations.

- **uss Mahan County** (LST 912), veteran of landings from Morotai to Lingayen, and **uss Monmouth County** (LST 1032) have been given into custody of Sub Group Four, Florida Group, Atlantic Reserve Fleet.

- **uss Pochard** (MSF 375), **Quail** (MSF 377) and **Swan** (MSCO 37), minesweepers built in 1944 and rushed to duty in the Pacific; the landing craft repair ship **uss Minos** (ARL 14) and **uss PCE 842** have all joined the gray ranks of the "moth ball fleet" in Florida.

- **uss Archerfish** (SS 311), veteran of seven Pacific war patrols, has been turned over to the Atlantic Reserve Fleet at New London, Conn. **Archerfish**, during her fifth patrol, is credited with sinking the biggest warship then afloat—the brand new Japanese aircraft carrier **Shinano**. During her WW II patrols **Archerfish** steamed some 75,000 miles, made over 900 dives and sank or damaged approximately 92,750 tons.

'GOING DOWN' — **USS Sealion** (ASSP 315) starts to submerge to float recon party of Marines off her deck.



Navy Juniors on Distaff Side Carry on Service Tradition

Down through the years since the U. S. Navy first set sail there have been many famous Navy families in the sea service, with father-and-son and brother teams serving throughout the Navy. To mention a few there were the famed Sullivans, the Leahys and the Callaghans. They all had one thing in common, all the famous families have been male, but now with the Waves playing an important part in the Navy the strictly male families have been joined by father-and-daughter and brother-and-sister teams.

Typical of this new trend in sea-service families are several Navy daughters who were in the recent graduating class at Newport's OCS school. The four, carrying on the Navy tradition on the distaff side are Ensigns Margaret Snyder, Marilyn Gemme, Nancy Ellis, and Marjil Stokes.

Also typical of this new trend in Navy families are the brother-and-sister team of Fred and Alfreda Lukomska, both ensigns. Fred entered the Navy as an enlisted man, worked his way up to first class petty officer and then put in for the Officer Candidate School in Newport, R. I.

During his early days in the Navy he sold his sister on the Navy and when she graduated from college she followed his lead—but she finished the course two weeks before Fred and thus outranks him.

There are only a few of the Navy juniors who can be found in each

class at the Officer Candidate School. They are following in the footsteps of their fathers or older brothers in eyeing the Navy for a career.

Should you have a daughter or sister who is interested, here are the requirements and procedures for her to follow to enter the OCS program.

The Officer Candidate Program is open to women between the ages of 18 and 27, who are either college graduates or in their junior year in college. Enlisted Waves meeting the educational requirements are also eligible.

College juniors selected take officer candidate training in the summer after their junior year and then return to college for their senior year. Upon graduation, they are commissioned ensigns in the Naval Reserve, and then ordered to Newport, R. I., for officer training. Upon completion they are assigned to administrative positions at naval shore establishments.

College graduates selected under this program are ordered to eight weeks of officer candidate training at Newport and commissioned as ensigns in the line of Supply Corps of the Naval Reserve after graduation. They then take an additional eight weeks of training before the line officers are assigned to duty stations within the U. S. in such fields as communications, personnel, public relations and training. Those designated as Supply Corps officers are sent to Athens, Ga., for an additional five

months' training before being assigned duty in supply or disbursing offices in the U. S.

Applicants for this program must be at least 18 and under 27 years of age at the time of submission of application; however, they must be at least 20 and under 27½ at time of appointment. They must be citizens of the U. S. and hold a baccalaureate degree from an accredited college or university unless applying as a college junior. Married women may apply but may not have dependents under the age of 18. They must be physically qualified by standards set forth for appointment in the Naval Reserve.

While the program isn't by any means restricted to Navy juniors it is a good opportunity for them and you might pass the word on to any you know. Qualified civilians and enlisted Reservists on inactive duty should apply through an Office of Naval Officer Procurement while enlisted women on active duty in the Regular Navy or Naval Reserve, who meet the requirements, should contact their commanding officer in accordance with BuPers Inst., 1120.9A.

Two-man Navy TV Team

The civilian population in Jacksonville, Fla., is getting a new insight on the Navy, thanks to a brand new television show produced by the Navy over one of Jacksonville's TV stations.

Written and directed by two Navy journalists, Fred McClung, JO1, USN, and George Johnson, JO1, USN, the show features such Navy highlights as peacetime Navy training, sea-plane handling, hurricane hunting, the famed Blue Angels, Navy Happy Hours and dramatic highlights from the history of the Naval Air Station at Jacksonville.

The show is put together using Navy training film and locally processed movie film which is augmented by live interviews with Navy personnel and special guests.

The idea in back of the show is to give the civilians a closer look at the Navy and the men in it. However, the Navy dependents in the area have indicated that they enjoy the show as much as anyone else because it gives them a good chance to see the variety of important jobs their husbands and other Navy relatives are called upon to do.



SHIP SHAPES are studied at Newport Wave OCS. (L. to rt.) Ensigns M. C. Snyder, USNR; M. F. Gemme, USNR; M. D. Stokes, USNR; N. B. Ellis, USNR.

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They Put Heart Into Their Job

A cardiac stimulator and cardiograph have been developed at the Naval Hospital, Great Lakes, Ill., by conversion of a standard Navy oscilloscope, an instrument used for determining the form of an electric wave. A cardioscope is an instrument used for visually recording the electrical impulse that actuates the heart, and a cardiac stimulator is used to stimulate the heart in cases of cardiac arrest.

The cardiac stimulator has been used successfully as a continuous monitor of heart action during thoracic (or chest) surgery. A permanent record can be made while viewing any cardiac phase on the cardioscope. The cardioscope has also been of value where classroom instruction in cardiology and electrocardiography has been in progress.

Both machines, now in use at the Naval Hospital, were converted by Wayne E. Connor, ETC, USN, under supervision of the hospital's CAPT Victor G. Colvin, MC, USN, Chief of Medicine; and LT George Sutton, head of the Heart Station.

Double Honor for Navy Hero

Ceremonies at NAS Miramar, Calif., have accorded a second signal honor to one of the Navy's most famous World War II heroes—the late ADM Marc A. Mitscher, USN. The occasion: dedication of Mitscher Field and the unveiling of a bronze plaque honoring the tough, tireless leader of America's air attack across the Pacific. Following the naval custom of naming certain types of ships for seagoing heroes, the Navy had already named one of its frigates USS Mitscher (DL 2).

The man honored by field and frigate entered the Naval Academy in 1904—and entered history during World War II as commander of the Pacific Fleet's Carrier Task Force 58.

In a letter to the dedication committee, ADM A. A. Burke, USN, Chief of Naval Operations, pointed out that Mitscher "will be remembered as a courageous fighting man; as a pioneer in naval aviation; as a calculating and ingenious naval tactician; as a spirited and inspiring leader of men and as a soft-spoken man with a long-billed cap, looking after his people as he said, 'Turn on the lights'"—to guide returning planes to carriers lost in a horizonless, overcast night in June 1944.

Chicagoans Like Navy Variety of Liberty

In Chicago, Ill., recently a call went out for contestants to take part in a beauty contest to help the Windy City pick a "Goddess of Liberty." Over 200 young ladies, equipped with the necessary items to compete in a beauty contest, submitted their names. Among the imposing list of names was that of one service woman, Etta Kaye Watterson, YNSN, USN, who swept through the contest and emerged the winner.

"Goddess of Liberty" Etta Kaye won a trip to Paris, France; a complete new wardrobe; a special modeling course and a motion picture screen test.

The contest was held as part of Chicago's celebration of the 69th anniversary of the famous piece of sculpture located in a prominent spot in Chicago which bears the same title as that bestowed upon Etta Kaye.

As the Goddess of Liberty the pretty seaman will represent Chicago in its campaign to help build the American Museum of Immigration at the base of the famed statue. The Museum will commemorate the contributions of people from all lands who have emigrated to America, pooled their resources, their energies and their cultures into making this such a wonderful country.

This isn't the first time that Etta Kaye has been a standout during her Navy career. During her early days in the Navy she was chosen "Honor Woman" of her company at USNTC Bainbridge, Md.

Vital statistics on Etta Kaye Watterson are rather skimpy but for the interested here they are: age, 21; hair, brunette; height, five feet six inches; weight, 120 pounds; and



SOMETHING TO 'Wave' about—Pretty Etta Kaye Watterson, USN, is now Chicago's 'Goddess of Liberty.'

last but not least, marital status, single. She is stationed at headquarters of the Naval Air Reserve Training Command, NAS Glenview, Ill.

VF-32 Chalks Up 16 'E's

Aerial tow targets were literally blasted from the sky when pilots of Fighter Squadron 32 scored enough hits to win 16 individual "E" awards during the 15,000- and 25,000-foot annual competitive gunnery exercises at NAS Cecil Field, Fla.

The gunnery exercises are held as a part of yearly performance tests for every fighter squadron and serve as a source of squadron competition

as well as providing a standard of proficiency.

Flying swept-wing *Cougar* jets, the pilots from VF-32 fired at aerial towed targets and were observed by neutral parties who acted as judges. Only those pilots who scored more than the required standard of hits were eligible for awards.

There was only one triple "E" winner in the squadron and that was LT Roy Johnson, USN, who chalked up awards at 25,000 and 15,000 feet.



CELEBRATING CREWMEN prepare for steak with all trimmings on board USS *Eldorado* (AGC 11). A weekly meal honors men with recent birthdays.

Birthday Meals Aboard Ship

On board USS *Eldorado* (AGC 11) meal time on Thursday is a top-drawer event for Navymen who still confess to birthdays. A special "Birthday Meal" is served each week to men whose anniversary falls during the week.

The meal features a menu of filet mignon and/or fried chicken with a special birthday cake a la mode for dessert. The steaks are served to order by mess cook waiters. The men have a reserved table.

The idea was suggested by the commanding officer of *Eldorado*.

Radioactive Lamp

"Darken ship" conditions promise to be somewhat brighter in the future—all because of the new radioactive isotopes, and scientists at the Naval Research Laboratory who have devised miniature plastic lamps which can't be seen beyond 1000 feet, yet offer sufficient light for reading charts or instructions on a darkened bridge.

The new lamps are plastic "markers," containing a mixture of zinc sulphide and an isotope which emits beta rays. The invisible beta rays act upon atoms of the zinc sulphide, causing them to produce visible light. Measuring only an inch or an inch and three-fourths in diameter, the markers are as portable as a flashlight and may be used for illumination during power failures, for topside activities during black-

out conditions, as standby lighting for emergency valves and other gear, or for marking ladders, hatches and obstructions.

A single high-luminance marker will produce sufficient light for a dark-adapted person to recognize other persons or obstacles in a compartment 10 feet wide, 15 feet long and 8 feet high. The smaller-sized lamps are being installed on ships to illuminate hatches and ladders.

More Hp for Small Craft

Known as the T-522, one of the most powerful gas turbine engines ever installed in a Navy small craft is now undergoing tests at San Diego, Calif.

Weighing only 1000 pounds, which is one-fourth that of a comparable internal combustion engine, the T-522 will develop 500 horsepower. Previous gas turbine engines used in small craft developed approximately 200 hp.

Called the "Jupiter," the engine incorporates the inherent characteristics of the simple cycle gas turbine: light weight, ease of maintenance, adaptability to many fuels, low noise level and reliability of starting at very low temperatures.

This particular engine was selected chiefly because of its dual purpose potentialities, as either generator or propulsion drive.

Data obtained from experiments conducted on this engine will be considered in determining wider use of the gas turbine in the Navy.

Pleasant Mess

One of the biggest morale factors aboard the Pacific Fleet destroyer USS *Rupertus* (DD 851) is good food served in a comfortable messhall.

Boasting a messhall typical of ships now being built for the Navy, the crew is able to enjoy a home-like atmosphere while eating.

On *Rupertus*, well-padded, removable seats and small tables which seat from one to four persons have replaced the usual seats and tables to be found on earlier destroyers and ships.

The latest addition to the galley serving line is a small self-service bar of fresh vegetables and fruits for salads. This salad bar is being tested for a period of three months on a self-serving basis. On completion of the self-serving test it will be tried for another three months on a serving basis. At the end of these two tests, whichever type is most efficient will be adopted by *Rupertus* and her sister ships in Destroyer Division 32.

The messhall on *Rupertus* also serves as a recreation hall after meals for reading, studying, relaxing and movies.

Rupertus, Flagship of Destroyer Division 32, is currently on her fifth Far East cruise.

CVA Host To Air Force Officers

As part of the Armed Forces program to show the members of one service "how the other half lives" and operates, one of the U. S. Navy's modern attack aircraft carriers played host to six officers of the U. S. Air Force.

The Air Force officers, who came aboard USS *Bennington* (CVA 20), observed various phases of carrier operations, including the new "mirror landing" technique. The visitors made their tour with a Navyman as "interpreter," LCDR P.E. LeBlanc, USN.

During their week-long visit aboard the flattop the visiting airmen witnessed the jet landing and take-offs from the carrier's angled deck and were particularly impressed by the new technique of landing aircraft at sea by using mirror and colored lights.

The unique landing system consists of a large concave mirror and banks of green and amber colored lights mounted to the port side of the carrier's angled flight deck.

When a pilot approaches the flight

deck for a landing, the position of the lights and an image in the mirror tell him whether his glide path, speed and altitude are in proper relation to each other for a safe landing.

The idea for the deck landing mirror sight was developed by the British Navy which recognized the value of such a device for bringing in the modern jet aircraft. The new landing system reduces the element of human error and gives a quick and accurate signal to the pilot at the speed of light. In addition, it allows the pilot to pick up a reference signal at a far greater distance since the lights and mirror are visible sooner than the hand-held paddles of the landing signal officer which are currently responsible for bringing in all of the Navy's carrier-based aircraft.

Wasp Aids Korean Orphanage

While *uss Wasp* (CVA 18) was showing its might in the "regrouping of Chinese Nationalist Forces" in the Tachen Islands, it also showed its good will toward a small Korean orphanage located high up on one of Pusan's many hills.

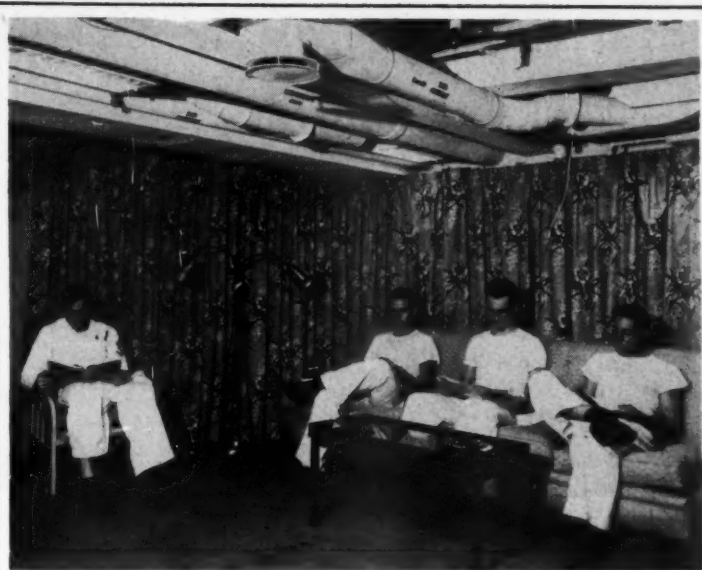
The Sung Kwang Won Orphanage, which was expanded this year, had received the bulk of its support from a soy sauce kitchen owned by the director. In September the kitchen was torn down.

Made aware of the plight of Sung Kwang Won, the crew of *Wasp* has given funds to help sustain it.

While on a Far Eastern cruise, the crew of *Wasp* had originally sent money to CARE, in late 1954. The Sung Kwang Won Orphanage received the packages, and a correspondence began between Captain W. Denbo, usn, commanding officer of *Wasp*, and Kim Chu Kyung, creator and director of the orphanage. Kim's first letters told of overcrowded housing facilities with 50 orphans living in one five-room house which also must accommodate the orphanage personnel.

At the outbreak of the Korean conflict in June 1950, Kim took refuge in Pusan.

"There I witnessed a number of orphans wandering through streets to look after food. I felt very ashamed just looking at the miserable sights without doing anything for them." Kim sold all his possessions, bought two tents and Sung Kwang Won had its beginning.



NAVYMEN ON BOARD *USS Lake Champlain* (CVA 39) relax in home-like atmosphere of new crew's lounge that was converted from storage room.

Remodeling Job On Champlain's Lounge

The official re-opening of the crew's reception room aboard *USS Lake Champlain* (CVA-39) now enables enlisted men on board to have an off-duty "more home-like" lounge room.

In three months' time, plans were made and completed for the remodeling and reopening of the room which had previously been used as a ship's store for foreign merchandise.

Planning arrangements were handled by the Recreation Council and later turned over to Special Services.

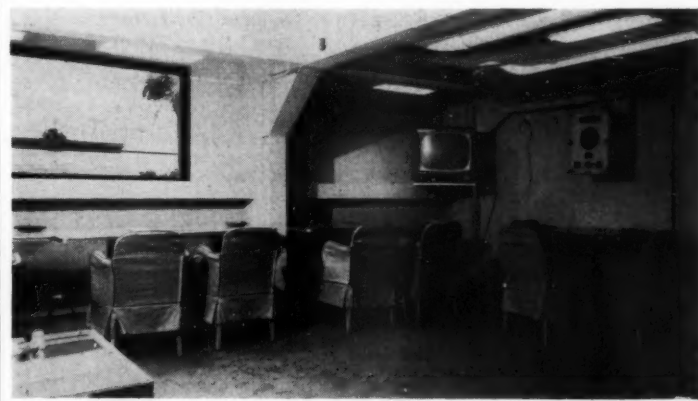
Joint actions of the Special Services and Supply Departments made it possible to arrange for in-

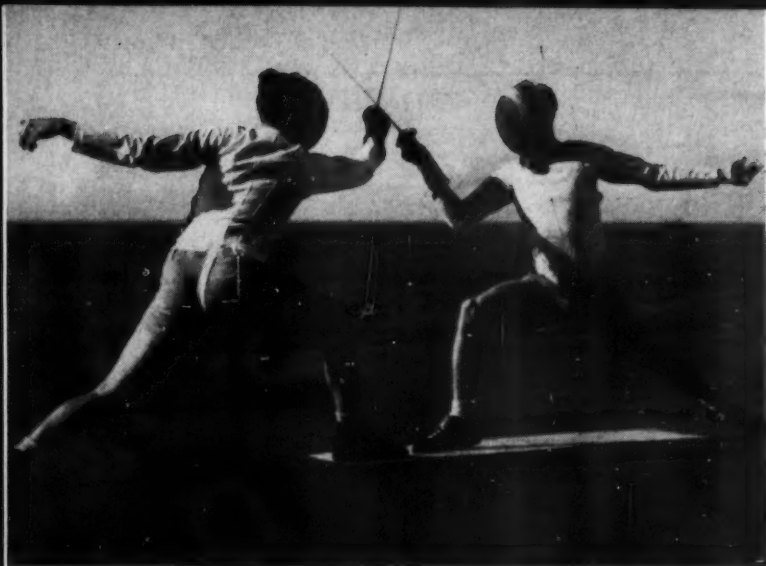
terior decorators from Jacksonville, Fla., to come aboard and submit color schemes and ideas for layout.

Several departments aboard painted and arranged the room.

Soft chairs covered with aquamarine cloth and davenports upholstered in leatherette now harmonize with the beige colored bulkheads and the dark brown bulkhead-to-bulkhead carpet. Large cocoa-bark cloth drapes have also been installed to give the room a comfortable appearance. Modern floor lamps and ash receptacles have also been installed.

Several end and coffee tables are located in the lounge as well as a TV set which can be used in port.





NAVYMEN THROUGHOUT the Fleet will have the opportunity to compete for positions on the 1956 Olympic team.

Navy Athletes Prime for Olympic Games

THE 1956 OLYMPIC YEAR will begin this month when the Winter Olympic Games are held in Cortina d'Ampezzo, Italy, from 26 January to 5 February. The summer Olympic games are scheduled for 22 November to 5 December in Melbourne, Australia (as you know, the seasons are reversed below the equator).

Events scheduled for the winter games include *skiing, bobsledding, speed skating, figure skating and ice hockey.*

- In the skiing event, competition is slated in downhill, slalom, cross-country and relay races for both men and women. The downhill skiing course for men is one and three quarters miles long and has a vertical drop of 3117 feet over that stretch.

- The men's and ladies' giant slalom starts from an altitude of 7234 feet and descends through fine narrow and broad valleys, covering a distance of one and a quarter miles with a vertical drop of 2000 feet. In the cross-country contest, races for men will be of 18-, 30-, and 50-kilometers.

- The bobsledding event includes both the two-man and four-man sleds. The bobsled track at Cortina is rated as the fastest in the world. It covers 1868 yards with a vertical drop of 540 feet. There are 16 curves on the track with grades from nine to 12 meters.

Some 30 Navy men have requested

an opportunity to try out for spots on the American team in the winter games. Results of how these men fared in the winter games, if they are selected to the American team, will be reported in ALL HANDS.

The winter games were first introduced into the Olympics in the IV Olympiad in 1908 in London, England. The sport scheduled in that first winter game was ice skating. In 1912, ice hockey was added.

The first really formal Winter Olympic Games were held in 1924, when more than 1000 athletes gathered at Chamonix, France, for the games. In subsequent years, the winter games have been held in St. Moritz, Switzerland; Lake Placid, N. Y.; Garmisch-Partenkirchen, Germany; and Oslo, Norway.

Unlike the winter games, the regular Olympic Games have a recorded history back to 776 B.C. In those ancient times, the big events were the marathon races, javelin throw, and other track and field events. Today, these events still hold the spotlight in the Olympic Games.

From the time of their early inauguration, the Olympiad was held until suppressed in 394 A.D. by the Emperor Theodosius. For more than 15 centuries, these games were "dead" until around 1890 when a young (28) Frenchman, Baron Pierre de Coubertin, had the idea of reviving the games.

The improvement of the world's

youth was the Baron's first interest. But he also had another idea. The games would not only be a revival of the historic character of the Grecian games, but would also be tremendous gatherings of the peoples of the different countries of the world. In meeting and living with the people from these various countries for a short while, it would be a great influence in furthering the cause of international understanding and good will.

At the Olympic Congress of 1894, the 79 delegates from the different countries planned to stage the first modern Olympic Games in 1896 in Athens, Greece. The ancient Stadium of Herodis was remodeled and used as the site of the games.

The honor of being the first modern Olympic Champion went to James B. Connolly. He won the running triple jump, the first event that was decided. As in the present-day Olympics, when an event is completed, the flag of the winner's country was raised to the top of a pole and a military band played the national anthem of that country.

The Navy really joined wholeheartedly with the Olympic organization in 1920. Tryouts were held in some of the sports and a number of Navy men were selected. The Navy group was transported to the Olympic Games at Antwerp on the cruiser *uss Frederick*. This ship remained in Antwerp for the duration



IN BOTH WINTER AND SUMMER sports the Navy expects to have men trying this year for world honors.

of the 1920 Olympic games.

The big news of the 1920 Olympic Games, so far as the Navy was concerned, was the Olympic victory scored by the Naval Academy's eight-oared shell. The Navy crew consisted of Midshipmen V. V. Jacomini, bow; E. D. Graves, W. C. Jordan, E. P. Moore, A. R. Sanborn, D. J. Johnson, V. J. Gallagher, C. W. King, stroke; and S. R. Clark, coxswain. Thirty-two years later, another great Navy crew was destined to follow in the wake of the 1920 group.

This VII Olympiad also introduced two now common opening day ceremonies. The oath of amateurism was taken for the first time by the assembled athletes and the Olympic flag was unfurled. The flag has five entwined circles, multi-colored on a white background, symbolic of the five parts of the world united in Olympic meeting.

The games at Antwerp were held in a military setting. In keeping with this trend, the U. S. flag was escorted by a uniformed color guard. Members of this guard were Midshipman E. E. Wilkie, usn, a wrestler; Lieutenant Harry S. Liversedge, Marine shot-putter; Captain Alexander M. Weyand, Army wrestler; and Lieutenant Samuel G. Stewart, Army boxer.

Two other Navy athletes also did well in this Olympiad. Commander C. T. Osburn won the championship in the 300 meters military rifle match and Navyman Frank J. Shea finished fourth in the 400 meter.

In the 1932 Olympic Games in Los Angeles, Calif., Navy Lieutenant George C. Calnan, who was competing in his fourth Olympic Games, represented the 5000 assembled athletes in taking the oath of amateurism.

He went on to win medals in the epee fencing event.

The 1952 Olympic Games had great representation among athletes from the Navy and the other branches of the service. It was estimated that about 20 per cent of the athletes on the American team were from the armed forces.

The events in the modern Olympic Games are quite similar to those staged in ancient Grecian games. The big event, of course, is *track and field*. Other events scheduled for the 1956 Olympiad include: *boxing, cycling, fencing, gymnastics, penta-*

thlon, rowing, rifle and pistol, swimming, wrestling, yachting, basketball, soccer, canoeing, water polo, equestrian competition, field hockey, trap-shooting and weightlifting.

In the 1952 Olympics, Navy athletes more than held their own. Navy boxer Ed Sanders won the heavyweight title, the first time any American had won this championship. A great Navy crew won the championship in the eight-oared shell race. Jack Davis, now an ensign on active duty, tied for first place in the 110 meter hurdles with Art Bernard, SN, USNR, placing third. Lieutenant Ken Weisner, DC, USNR, took second place in the running high jump and Marine Corporal Bill Miller, while breaking the Olympic javelin throw record, placed second to Cy Young.

Bob Mathias, a Marine Reservist, won the championship in the decath-

LOGICAL SPOT FOR a Navy Olympic win is in boxing, a sport sailors excel in. Here, Rudy Sawyer, TN, wins '55 Inter-Service Middleweight title.



NAVY SPORTS

lon, rated as one of the toughest of all. In this, the athlete must perform in 10 different events: 100-meter dash, 110-meter hurdles, 400-meter sprint, 1500-meter run, discus throw, pole vault, shot put, running broad jump, running high jump and javelin throw.

Another of the "toughies" in the Olympics is the pentathlon. The five events in this grueling program are the running broad jump, 200-meter dash, discus throw, 1500-meter run and javelin throw.

This pentathlon should not be confused with the Modern World Pentathlon, which is strictly a military sports event. In the Modern World Pentathlon, the competitor must ride horseback over 500 meters of rough terrain, swim 300 meters, run two miles cross country, shoot a pistol rapid fire and fence. This event is held every year.

Arrangements are already in operation to permit Navymen to try out for places on the American Olympic team, both for the winter games and the summer games "down under." Before the final tryouts, the candidates will be sent to a training site to get into the best possible physical condition. Since the summer games will be held in November and December, many college athletes won't

be able to make the trip to Australia. As a result, the Navy, along with the other services, is beating the bushes to rustle up the finest athletic talent available.

Marine Is Triathlon Champ

Master Sergeant William F. Knuppel, USMC, of Camp Pendleton, Calif., has been named winner of the second Inter-Service Triathlon held last fall at Fort Sam Houston, Texas. The 36-year-old Marine amassed 2689 points in the three events of the competition.

Second place was won by PFC George H. Lambert, USAF, of the 417th Engineering Aviation Brigade, Ashiya, Japan. First Lieutenant Jerome Furey, Army representative from Fort Devens, Mass., finished third.

The two Navy competitors in the Triathlon this year finished up ninth and 12th. Albert Ray, AT3, USN, of Anti-Submarine Squadron 15 at NAS San Diego, Calif., was ninth with 1543 points and Samuel Gilbert, AT2, USN, also of NAS San Diego, was 12th.

Since the Triathlon is primarily designed to discover new talent, previous winners are not eligible to compete. However, these previous

victors, among them Lieutenant William J. Andre, USN, are at present in training for the next Olympics Modern Pentathlon events.

Master Sergeant Knuppel scored 880 points in the pistol shoot, 905 points in the 200-yard free-style swimming and 904 points in the two-mile run. Top men in each event were: pistol shooting—Furey, 950 points; swimming—Army Private Hector Proventud, 1020 points; running—Marine Sergeant John Tibbetts, 1045 points.

BatCruLant Golf Champs

The golf team from USS Wisconsin (BB 64) captured all honors in this year's 72-hole BatCruLant Golf Tournament played over the Norfolk Naval Base golf course.

The team title was all but decided in the first day of competition as the Badger team posted a 40-stroke lead. This was increased to an impressive victory margin of 81 strokes in the last day of the tournament.

Larry King, John Eles, J. F. Monahan, Ben Parker and Conrad Bellamy finished in that order for Wisconsin, with the low four scores counting in the team total.

Teammates King and Eles battled for individual honors in one of the tourney's exciting highlights. Eles fired a first round 77 to take a one-stroke lead which he held through the second 18 holes.

King, however, came back with a 76 on the third day as Eles slipped to an 82, giving King a five-stroke lead at the 54-hole mark. On the final day of the tourney, Eles picked up the needed strokes to tie King at the end of the tournament.

Finishing behind King and Eles were Charlie Grady of USS Newport News (CA 148); R. G. Barkhauser, also of Newport News; and J. F. Monahan of Wisconsin.

In the team championships, USS Newport News was second followed by USS Mississippi (AG 128).

Atlantic Touch Football Champs

The team from ComAirLant won the Atlantic Fleet touch football championship by defeating the Fleet Marines 38-21 in the title game at Norfolk's Convoy Escort Piers. This marked the second consecutive year that AirLant, represented this year by the Fleet Airborne Electronics Unit, has won the title.

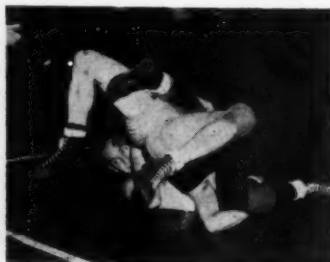
Knot-Tying Is a Navy Sport Too

Many are the knots that Navymen through the years have devised for the lines of navy ships.

The art of knot-tying is also a Navy sport but with a different twist, as these photos illustrate.

NTC Bainbridge sailors have proved themselves to be among the best of the "human knot-tyers" by twisting their fellow salts through a series of hitches that caused their shoulders to flatten out on the deck.

It's the ancient sport of wrestling we're talking about, and the mat men are of the Bainbridge wrestling team which copped the fifth Naval District grappling crown. *Left:* The face belongs to Lennie Owens, captain of the Bainbridge team. His opponent was Ruddy Yocum who tied a few knots of his own to end the match in a draw. *Right:* Norfolk Naval Base wrestler Ed Kahling is pinned by Roland Rojas.



THE BULLETIN BOARD

Prepare Now for Advancement from EM to Officer Status

If you're an enlisted Navyman or Wave on active duty, you may, if qualified, compete for advancement to commissioned officer status as USN ensign in the line or staff corps. The period for application is from 1 July to 1 September of each year, but now's the time to start preparing yourself for selection in the coming year. Below, you'll find reference to a bibliography which will help you. Also, check the list of qualifications to see if you'll be eligible.

Navyman with outstanding qualifications who are interested in the opportunity to compete for advancement to commissioned officer status may make application for appointment as USN ensign in the line or staff corps. Waves are also eligible for the program.

Generally speaking, you are eligible if you are:

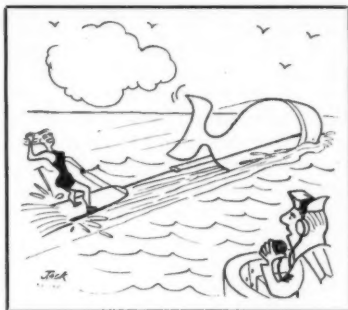
- A citizen of the United States and serving in the Regular Navy.
- At least 19 and under 32½ years of age on 1 July one year after date of application, in the case of male candidates.
- At least 21 and under 29½ years of age on 1 July one year after date of application, in the case of women.
- Physically qualified for original appointment in the line or staff corps according to standards set by the BuMed Manual.

- Able to meet the educational and service requirements listed below.

All applicants, except those for Civil Engineer Corps, must have: 1) successfully completed four semesters (two years) of work toward a degree at an accredited college or university; or 2) have satisfactorily completed the USAFI Educational Qualification Test 2CX before 1 Jan 1954; or 3) be a high school graduate or have the service-accepted equivalent and have a GCT or ARI score of at least 60. CEC applicants must have earned a minimum of three years of college credits toward an engineering degree at an accredited engineering school.

Here are the rules concerning service and active duty:

- Warrant officers and chief petty officers (USN) must have completed



"... Ch, never mind . . . , you wouldn't believe me anyway . . ."

at least two years of service in the Regular Navy immediately preceding the date of their application. If you are in this category you must have had at least three years of service in any of these grades in the Regular Navy by 30 June of the year in which appointed.

- Enlisted applicants, including CPOs (see below), must have completed at least three years of continuous USN service immediately preceding the date of initial application. If included in this category, you must have had at least four years' service in the Regular Navy immediately before the time of appointment.

- If you are a CPO you have the option of meeting either of the above service requirements.

- Naval Reserve time, whether active or inactive, cannot be used in determining service requirements for this program.

- You must have had no record of conviction by a general, special or summary court-martial for at least two years before the date of application.

- You must have remaining at least one year of obligated enlisted service upon entering the program. If you have less than this period, you are authorized to extend voluntarily for one year, provided that the sum of your voluntary and involuntary extensions do not total more than four years.

There is no dependency restriction for men. A woman will be ineligible if

she is responsible in any way for a child under 18.

The program is a recurring one. Here is what happens:

On or after 1 July of the year preceding the calendar year in which an appointment can first be made, you submit to your commanding officer a written request to be considered as a prospective applicant. Your commanding officer furnishes your name to the Naval Examining Center, Great Lakes, which then returns an Officer Selection Test, practice booklet, and instructions.

You, and all other applicants, will take your test on 1 September or, if that date falls on a Saturday, Sunday or holiday, the next regular working day. The examinations — there are two parts — will be of the objective type, designed to evaluate the more important mental abilities required for a successful career as a commissioned officer. They will include: Aptitude, history, science, mathematics and English.

At some time between 1 July and 1 September, you will be given a personal interview by a local board of officers. The board will assess your personal qualifications to determine whether you possess officer-like qualities. On or about this time, you will also take your physical examination.

On 1 September you will submit your formal application, including loyalty certificate, to your commanding officer. At this time, he will make his final evaluation as to your qualifications and will complete your Evaluation Sheet or Fitness Report and forward the material to the Chief of Naval Personnel.

At a later date, eligible applicants will be considered by a selection board. Men who are selected will be ordered to Newport, R. I., for the 16 weeks of General Line officer candidate instruction. Women will be ordered to the Newport Officer Candidate Training (W) course.

Further details concerning this program may be found in BuPers Inst. 1120.7B. The instruction also contains an extensive bibliography of reference material that is helpful.

These Shipping Activities Will Help You Move Your HHE

IF YOU HAVE RECENTLY received, for the first time, orders to sea duty or duty overseas, you have undoubtedly been startled by the number of problems you must suddenly face. How do you ship your household goods? What papers do you need? Whom do you see? These are questions which have even caused difficulties for oldtimers with many years of service. Here's a quick outline for the experienced and inexperienced.

First of all, if you are ordered to an overseas duty station you should try to learn as much as you can about housing, living conditions, and furniture requirements you will encounter at your new duty station. The Bureau of Naval Personnel has a number of publications on this subject and copies may be obtained by writing to the Chief of Naval Personnel (Pers G212), Washington 25, D. C.

Then, after you decide what you want to ship and where you want to ship it, you should contact the nearest household goods shipping activity.

If you are ordered to an overseas duty station or to sea duty, the permanent weight allowance of household goods may be shipped to your duty station providing there are no restrictions, or you may ship to a selected point, or to nontemporary storage. There's a possible danger here. Frequently, naval personnel ordered to a vessel or mobile unit fail to check the home yard or home port and request shipment of household goods to the place where the vessel may be operating at the time. Then they discover the real home yard or port is elsewhere.

If shipment is made to a selected point, including nontemporary storage, no further shipment of that same lot is authorized at government expense. There is one exception: Further shipment will be made if you have a certificate from the overseas area commander or your prospective commanding officer stating that it is anticipated that shipment of household goods or dependents travel to your duty station will not be authorized within 20 weeks. This certificate is the official document required to support reshipment of your household goods from the

designated point to the overseas duty station.

Occasionally, orders will require you to report to a vessel or mobile unit at a specified location. As mentioned above, the specified location may not necessarily be the home yard or home port of the vessel or unit. Shipment of household goods to that place constitutes shipment to a selected point, and reshipment to the home yard or home port at government expense would not be authorized. Therefore, be sure you know which is the home yard or home port of your vessel before requesting shipment. Your transportation officer should be able to help you, or a letter from you to your prospective commanding officer will get you the desired information.

Applications for shipments of household goods should be submitted to the designated shipping activity nearest the location of your household goods. For your convenience the following is a list of designated shipping activities located throughout the United States. It is suggested that you keep this list handy in your ship or station files. It will be helpful when you again make a shipment of household goods.

HHE Shipping Activities

• First Naval District

Portsmouth Naval Shipyard, Portsmouth, N. H.

Boston Naval Shipyard, Boston, Mass.

Naval Supply Depot, Newport, R. I.

Naval Air Station, Quonset Point, R. I.

Naval Air Station, Brunswick, Maine.

• Third Naval District

Naval Supply Facility, Brooklyn, N. Y.

Naval Supply Depot, Scotia, N. Y.

Naval Supply Depot, Bayonne, N. J.

Naval Air Station, Niagara Falls, N. Y.

Naval Submarine Base, New London, Conn.

Naval Ammunition Depot, Earle, N. J.

• Fourth Naval District

Philadelphia Naval Shipyard, Philadelphia, Pa.

Naval Supply Depot, Mechanicsburg, Pa.

Naval Air Development Center, Johnstown, Pa.

Naval Air Station, Atlantic City, N. J.

Naval Air Station, Lakehurst, N. J.

Naval Air Station, Columbus, Ohio.

Naval Air Station, Akron, Ohio.

Navy Finance Center, Cleveland, Ohio.

• Fifth Naval District

Naval Training Center, Bainbridge, Md.

Naval Supply Center, Norfolk, Va.

Naval Auxiliary Air Station, Chincoteague, Va.

Naval Ordnance Plant, South Charleston, W. Va.

Naval Mine Depot, Yorktown, Va.

Norfolk Naval Shipyard, Portsmouth, Va.

Naval Ordnance Plant, Louisville, Ky.

Marine Corps Air Station, Cherry Point, N. C.

• Sixth Naval District

Naval Air Station, Memphis, Tenn.

Naval Air Station, Birmingham, Ala.

Naval Air Station, Jacksonville, Fla.

Marine Corps Air Station, Miami, Fla.

Naval Air Station, Pensacola, Fla.

Naval Station, Key West, Fla.

Navy Mine Countermeasures Station,

Panama City, Fla.

Naval Auxiliary Air Station, Sanford, Fla.

Charleston Naval Shipyard, Naval Base,

Charleston, S. C.

Naval Air Station, Atlanta, Ga.

Naval Air Station, Glynn, Brunswick, Ga.

Naval Station, Green Cove Springs, Fla.

• Eighth Naval District

Naval Station, New Orleans, La.

Naval Air Station, Corpus Christi, Tex.

Naval Air Station, Dallas, Tex.

Naval Station, Orange, Tex.

Naval Ammunition Depot, McAlester, Okla.

Naval Air Technical Training Center,

Norman, Okla.

• Ninth Naval District

Naval Air Station, Minneapolis, Minn.

Naval Air Station, Grasse Ile, Mich.

Naval Supply Depot, Great Lakes, Ill.

Naval Air Station, Lambert Field, St. Louis,

Mo.

Naval Air Station, Hutchinson, Kans.

Naval Air Station, Olathe, Kans.

Naval Air Station, Lincoln, Nebr.

Naval Ammunition Depot, Hastings, Nebr.

Naval Ammunition Depot, Crane, Ind.

Naval Ordnance Plant, Indianapolis, Ind.

Naval Air Station, Denver, Colo.

• Eleventh Naval District

Naval Supply Depot, San Diego, Calif.

Naval Supply Depot, San Pedro, Calif.

Naval Advanced Base Depot, Port Hueneme,

Calif.

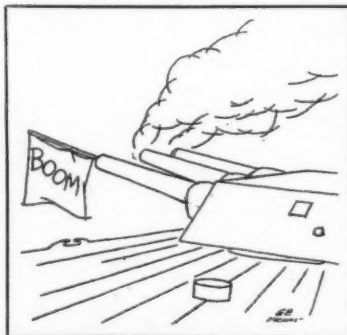
Naval Ordnance Test Station, China Lake,

Calif.

Naval Air Facility, Litchfield Park, Phoenix,

Ariz.

Naval Auxiliary Air Station, El Centro, Calif.



• Twelfth Naval District

Naval Ammunition Depot, Hawthorne, Nev.
Naval Supply Center, Oakland, Calif.
Mare Island Naval Shipyard, Vallejo, Calif.
Naval Supply Depot, Clearfield, Utah.
Stockton Annex, Naval Supply Center,
Oakland, Stockton, Calif.

Naval Postgraduate School, Monterey, Calif.

• Thirteenth Naval District

Naval Supply Depot, Seattle, Wash.
Puget Sound Naval Shipyard, Bremerton,
Wash.

Naval Supply Depot, Spokane, Wash.

Naval Air Station, Whidbey Island, Wash.

Naval Station, Tacoma, Wash.

Naval Station, Tongue Point, Ore.

Naval Ordnance Plant, Pocatello, Idaho.

• Potomac River Naval Command

Naval Proving Ground, Dahlgren, Va.
Naval Gun Factory, Washington, D. C.
Naval Powder Factory, Indian Head, Md.
Naval Air Station, Patuxent River, Md.
• Seven River Naval Command

Naval Academy, Annapolis, Md.

Recruiting stations (located at points not within a reasonable working distance, approximately 100 miles, of a designated naval activity) have the same status as designated shipping activities that have been listed above.

Demolition Incentive Pay is Defined by BuPers Instruction

Duty involving the demolition of explosives and entitlement to demolition incentive pay have been fully defined in BuPers Inst. 1320.5A.

In clarifying previous directives, the new Instruction describes demolition duty as duty involving the demolition of explosives by members *who are acting under competent orders and whose primary duty involves one of the following:* (1) using explosives to demolish underwater objects, obstacles, or explosives; (2) recovering and rendering harmless (either by disarming or demolition) explosives which have failed to function as intended or which have become a potential hazard; (3) participating in proficiency training or instructional training (either as a student or an instructor) for the duties described in (1) and (2) above (these may be either field or Fleet training duties, but must involve use of live explosives); and (4), experimenting with or developing tools, equipment or procedures for the demolition or disarming of explosives, provided live explosives are used.

It should be noted that demolition of explosives which have been sur-

WAY BACK WHEN

Navy's Early Shipyards

In today's Navy, duty as commander of a naval shipyard is limited to Engineering Duty Officers, and they are likely to spend months learning the ins and outs of their myriad duties. Things were different back in 1801, however, when a new naval shipyard was being readied for service at Charlestown, Mass., a suburb of Boston. That yard's first superintendent was the Navy's second-ranking captain, and his "briefing" consisted of a short letter which outlined his duties.

The captain was Samuel Nicholson, who had joined the Continental Navy in December 1776, and accounted for a number of prizes during the Revolution, including the 20-gun *Jackall* in the spring of 1782, last prize seized by a Continental Navy ship.

When the Navy was reorganized in 1794, Nicholson was appointed second on the list of captains and ordered to superintend the building of the frigate *Constitution*. After completing and making two cruises in "Old Ironsides," Nicholson (in May 1799) was ordered to superintend construction of a 74-gun ship-of-the-line at Boston.

Then, in a letter dated 12 Jun 1801, Nicholson was appointed "to superintend the New Navy Yard at Charlestown," and his duties were outlined substantially as follows:

1) To remove, preserve and safekeep all the timber, plank and stuff of every kind belonging to the U. S. from the old Navy Yard in Boston to the New Yard near Charlestown, being responsible that it be so placed as to be safe from injury from the sun and so that it may be properly seasoned when wanted;

2) To receive from the captains of ships actually in service "indents" (requisitions) of the rigging and stores of every kind



(except purser's) needed, carefully examining same to determine the need therefor and striking out unnecessary articles;

3) To find out what repairs in-service ships require—what stores, sails, blocks and rigging they need—and certify them to the Naval Agent, who will order same to be done or made under your direction with due observance of economy, but "without an improper parsimony;"

4) For this service you will be allowed the rate of \$1200 per annum, to commence the first of July next and to be paid quarterly;

5) It will also be your duty "to report any embezzlement if any have been made on the public property to this Department, but no report will be received that cannot be indisputably proved."

Although Nicholson had little use for paperwork, and kept almost no records during his tour of duty, he apparently made a successful shipyard superintendent, remaining in charge of the Boston yard until his death a decade later.

veyed because of deterioration or obsolescence is not included in the above definitions.

The Instruction also points out that personnel in the following categories will receive incentive pay only for the months in which demolition duty is actually performed, instead of for the entire period of duty under competent orders: Underwater demolition teams; explosive ordnance disposal units; members in explosive ordnance disposal billets authorized by this Bureau; or duty or duty under instruction involving demolition of explosives as a primary duty at the Naval School, Explosive

Ordnance Disposal. Other officer and enlisted personnel who actually perform demolition duty as a primary duty under competent temporary or temporary additional duty orders are entitled to receive incentive pay for the duration of such orders.

"Competent orders" for demolition duty have been defined by the Chief of Naval Personnel as "orders issued in accordance with Article C-5301, *BuPers Manual*, including temporary duty and temporary additional duty orders, which specify duty involving the demolition of explosives as a primary duty."

If Semi-Tropics Is Your Dish, You'll Like Puerto Rico

NO MATTER WHERE you're stationed, you'll find good and not-so-good features. No place is a perfect paradise, nor are the "rough duty stations" as bad as they are frequently pictured. You'll find in the reports of living conditions published from time to time in ALL HANDS that the Navy—particularly in overseas duty stations—has done as much as possible to make your duty pleasant and desirable. Here's the story on Puerto Rico, Roosevelt Roads and San Juan.

Climate—Puerto Rico enjoys a fine semi-tropical climate. Temperatures range from 65 to 75 degrees during the winter months and from 75 to 85 in summer. The island is fanned constantly by northeast trade winds which offset the generally high humidity. Rainfall is fairly heavy, but

there is no season of incessant precipitation. It is said that sun shines at some time on all but five days of the year. Rain falls most frequently between midnight and morning.

Housing—Naval personnel must request permission from the Commandant, Tenth Naval District, for dependents to enter the area; granting of such permission will depend upon the availability of quarters.

There are sufficient quarters available at Roosevelt Roads for all personnel, both officer and enlisted, to have their dependents accompany them if ordered to the Naval Station. Quarters, messing and recreational facilities for single officers at Roosevelt Roads, as long as that station remains in its present partial maintenance status, are considered inadequate and uncomfortable, while

those for married officers are quite adequate and comfortable. For that reason, and in the interest of morale, the commanding officer prefers and has requested that only officers with dependents be ordered to that command. There are no desirable houses or apartments outside the station.

For forces afloat whose home port is within the San Juan area, the quarters for enlisted men and families are considered adequate in the San Patricio housing development. Facilities are available for officers also. Rental of housing in San Juan proper is considered extremely high and does not come within the present housing allowance.

Household Effects—All quarters are furnished with stoves, refrigerators, beds and mattresses, and other furniture sufficient to satisfy basic needs. Occupants are required to take along as "hold baggage" a sufficient supply of pots, pans, dishes and silverware to get by on until other belongings arrive. Other furnishings may either be taken along or purchased at the Navy Exchanges or at local stores. There are many establishments selling good furniture in the larger towns of Puerto Rico, but except for mahogany articles, prices are higher than at home. If you bring any of your own furniture, it should be of a type suitable for use in the tropics.

Automobiles—A private car will come in very handy in Puerto Rico, especially if you are going to Roosevelt Roads, where it is almost a necessity. Private cars may be shipped at no expense on naval water transportation, on a space-available basis by PO3s with more than four years' service and by higher rates. Insurance to cover any possible damage in transit should be obtained before shipping, and accompanied after arrival. Cars should be in good condition. Wear is likely to be rather rapid; repair facilities are expensive and not of the best.

Clothing—Cotton and rayon washables are comfortable for everyday wear throughout the entire year. During the winter months the evenings are rather cool, and slightly heavier clothing may be desirable. Informality is in order during the daytime, with sun dresses, shorts, play clothes and bathing suits all on

Flyer Lands Blindfolded on Flattop

Ever hear of a flyer taking off from the after fueling station aboard a carrier? Well that's daily routine aboard USS *Leyte* (CV 32) for one flyer.

It all began some weeks ago when a spotted red and white pigeon (he must be a "carrier pigeon") zeroed in on the *Leyte's* flight deck and made a 4.0 landing.

Once he had reported aboard, "Ace," as he was quickly named, took up residence in the gig, but he was soon moved to the Third Division gear locker. The men in the Third Division constructed a red and white hangar for the flyer and managed to find enough food to keep him happy.

Everyone agreed that the bird would soon be on his way as soon as he found his strength and so they began to encourage the bird to make a "flyaway." At first the attempts were made from the after

fueling station where a group gathered for the catapult of the bird into the air. Each take-off was successful but "Ace" wouldn't be left behind. After a few minutes of exercise he would return to the ship and take up his soft life again.

One day he was blindfolded, taken up an elevator and released on the flight deck for a full-deck launch. His aerial navigation was good, too good in fact, and he "homed right in" on the after fueling station and was soon back in the comforts of his private hangar.

At last report "Ace" had become a full fledged crew member and was well on the way to becoming the best known flyer aboard the ship. The only thing that has the crew worried is the fact that the bird may be breaking a regulation. They aren't sure that he isn't a she and Navy Regulations are strict about having females aboard ship.



the "required" list. Evening clothes are optional, but are often worn at dances and other social affairs. A lightweight raincoat is desirable.

Food—Commissaries carry an adequate line of almost all foods. Shortages occur in certain items from time to time when there is a long period between supply ship arrivals, but stocks are generally adequate. Frozen fresh milk can now be had, as well as powdered and canned milk. Pasteurized fresh milk is delivered by local dairies at a moderate price. Local fruits and vegetables are plentiful in season, and are reasonable in price. There are many well stocked grocery stores in the San Juan area.

Medical Care—Station dispensaries offer limited outpatient care, including prenatal care, for naval dependents. Those requiring inpatient treatment are hospitalized at the U. S. Army Rodriguez Hospital near San Juan. This institution has all normal hospital facilities for medical and surgical service. Dependents should have all dental effects corrected before entering Puerto Rico. Naval dental treatment is not available except in emergencies.

Education—At Roosevelt Roads there is a station school for grades one through twelve. The school compares favorably with public schools in the States. There are two school houses, each with two rooms, plus a small laboratory and a playground and recreation area.

Naval Station, San Juan, possesses a school offering a standard curriculum in grades one through twelve. There is also a nursery school and kindergarten there, which may be attended upon payment of a varying tuition charge, currently ten dollars a month per pupil. High school students will find available several good private schools in San Juan. The University of Puerto Rico offers good college courses as does the College of Mechanical Arts.

Religious Facilities—Protestant and Catholic services are conducted weekly at station chapels. English-language services in some denominations are held at San Juan.

Banking—Dependable banking concerns, including branches of large international banks, are located in San Juan. Reliable, locally owned banks are operated in most communities in Puerto Rico. U. S. cur-

Electronics Is Speeding Up Your Duty Reassignment

The Bureau of Naval Personnel has added a new labor-saving, time-saving machine to its staff of mechanical experts as part of the Navy's current trend to reduce clerical workload by using machines wherever it is possible.

The new machine, which is called a *transceiver*, operates on a telephone wire circuit and is the most recent development in electronic devices for use in clerical work. The transceiver utilizes a punch card system that eliminates the pages of typewritten work previously required to notify the Bureau of a man's availability for change of duty and the return correspondence from the Bureau to the command informing them of the man's new duty assignment. The electronic speed of the new machine eliminates the time previously involved in using the mails, dispatches or messenger services.

The transceivers are used for making personnel assignments. For example, a few months before you are eligible for sea duty your command will notify the Personnel Accounting Machine Installation (PAMI) nearest them that you will soon be available for change of duty. At PAMI a card is punched out on a transceiver that gives your history in brief—your name, service number, rate, home port preference, first, second and third duty choices, school preference, your service qualifications, and other data.

Simultaneously this information goes to the transceiver in the Bureau of Naval Personnel where it is punched out on a duplicate card just as it appears at PAMI. From this card the Bureau obtains all the information it needs to assign you to your next tour of duty.

In the Bureau the card is again placed in the transceiver and your new assignment punched out—this same information is simultaneously received at PAMI and the assignment card is forwarded to your command where your orders will be made up. There is a telephone connection between transceivers that enables operators to add any specific information that may be necessary and to make occasional checks to see that transceivers at both ends are working properly.

At present the Navy has transceivers in Washington, D. C., and at Norfolk, Va. Around the first of the year there will be transceivers in San Diego, Calif., and San Francisco, Calif., which will serve all the commands in the 11th and 12th Naval Districts.

In the near future transceivers will be located in all districts where justification for the expense of the machine can be made. However, in most cases where the clerical workload is heavy, the time and labor saving advantages of the machine will easily offset the cost of it. A representative from the Bureau will soon visit each Naval District to determine justification for installing the transceivers and to assist in setting them up, training personnel in their use and explaining the new punch card system.

Cards will be sent to individual activities for them to fill out and complete on each man in their command. They will be forwarded to the PAMI nearest them at the appropriate time to indicate that a man will soon be available for change of duty. In cases where the distance between the command and the nearest PAMI is great, the cards will be forwarded to the Bureau to facilitate handling.

rency is used. It is advisable to open a local bank account, since a service charge is made on checks drawn on banks in the States.

Recreation—Movies are shown every night at Roosevelt Roads. There is a softball diamond equipped with lights for night games, a baseball diamond, a nine-hole golf course, a skeet range, three tennis courts, an outdoor basketball court, two single-

wall handball courts, four bowling alleys, a swimming pool and two swimming beaches. There is an officers', a CPO, and EM club that occasionally hold dances.

A broad recreation program is set up at San Juan, including service clubs, a gymnasium, a library, movies, swimming, baseball, tennis, basketball, volleyball, golf, bowling, night clubs—and sightseeing.

Pointers on Living Conditions in Japan for the Navyman

IF YOUR NEXT DUTY station is Japan, you may want to take your family with you. If so, you'll be interested to know that the Personnel Transportation Division of this Bureau has drawn up a list of eligibility requirements, steps to be taken, and other information concerning concurrent travel and the housing situation in Japan.

Details may be found in BuPers Inst. 4650.6A. Other information concerning living conditions in Japan may be found in the April 1955 issue of ALL HANDS.

If you are considering the advisability of transporting your family to Japan for your tour of duty, here are a few points to bear in mind:

- Living standards vary, and are not so high as those in the U. S.

- Private rentals are expensive and the cost of utilities, particularly electricity, are extremely high. Most heating and cooking is done with kerosene or butane, both of which are somewhat awkward to use. At the same time loose construction of the typical house makes heating difficult.

- Authorities recommend that you report to your duty station and personally view the situation before you bring your family.

Concurrent Travel. When CinCFE grants authority for travel of you and your family to Japan, he delegates authority to ComNavFE to supervise the program. This concurrent travel program applies to Navy men ordered to shore-based activities in Japan, to those ordered to Fleet Air Units based ashore permanently in Japan, and to those ordered to ships and units home-ported in Japan.

Eligibility factors for housing are:

- Officers in the grade of captain and above — concurrent travel is authorized for immediate entry into

government quarters.

- Other officers — concurrent travel is authorized to enter approved private rental housing.

- Enlisted — concurrent travel is authorized for those in pay grades E-7, E-6, E-5, and for those in E-4 with over four years' service, to enter approved private rentals.

- Other enlisted — those enlisted personnel in pay grade E-4 with less than four years' service and lower pay grades are not currently eligible for space required travel and hence are not eligible for concurrent travel.

Public Dependent Quarters Because there are an insufficient number of public dependent quarters available, there is a waiting period of from eight to 14 months, depending upon the location of duty station, of all officers below the grade of captain and eligible enlisted personnel. Public dependent quarters are assigned on a point priority system based on the date of departure from the continental United States or date of separation of dependents, whichever is later. The Navy has a limited number of public dependent quarters near all stations. The approximate waiting period is: Tokyo — nine months; Yokohama — nine months; Yokosuka — 10 months; Iwakuni — 10 months; and Sasebo — 10 months. Quarters are adequate and are assigned on a bedroom-requirement basis. Utilitarian furniture is provided.

Hotels. If you travel with your family, it will be necessary to live in a hotel until arrangements can be made to obtain an approved private rental. Average room rent for hotels within reasonable commuting distance is \$6 to \$12 per day. Meals range from \$3 to \$6 per day per person. In BuPers Inst. 4650.6A you

will find a list of approved hotels by area (Tokyo, Yokohama, Sasebo) within two hours' commuting distance of the Navy activities within that area. If you plan to live in a hotel, written verification of promised accommodations must be obtained for ComNavFE's approval. This certification may be made by the new duty station to ComNavFE without actually forwarding the written reservation; may be made in writing directly from the hotel concerned if you arrange for this feature; or may be forwarded to ComNavFE direct by you.

Approved Private Rentals Private rentals are inspected and approved by the cognizant Area Housing Commander to make sure they meet the minimum standards of construction, safety and health. Generally speaking, they are scarce, substandard in size and construction, and expensive as regards rental fees and utility costs. If the unit you select does not meet the minimum acceptable standards for approval, it is customary in Japan for the tenant to bear the cost of any repairs or improvements necessary. Rents, which range from \$80 to \$160 per month, do not include utilities which average about \$20 per month during mild weather and increase during the winter. Electricity is extremely expensive in Japan, necessitating the use of kerosene or butane for cooking and heating. Because of the construction of houses, many families find it necessary to use more than one space heater to provide adequate warmth during the winter months. Space heating units of all kinds must be secured at night because of fire and asphyxiation. Private rentals are furnished with any type furniture. Couches, easy chairs, beds, chests of drawers, dining tables, chairs and the like can usually be obtained from government furniture issue for private rentals. In "zero" supply are washing machines, refrigerators, cook stoves, space heaters and draperies.

Commuting Commuting is a major problem even though only relatively short distances are involved. Rough narrow roads and congested areas peculiar to Japan make traveling tedious and time-consuming. In some areas there is no bus nor train service. Wear on private vehicles is con-

Commuting Time and Mileage Chart

FROM:	TO:	TOKYO	YOKOHAMA	YOKOSUKA	KAMI SEYA	ATSUGI	OPPAMA	MC GILL
TOKYO	—	—	0:50 (18)	2:00 (43)	1:10 (30)	1:40 (39)	—	—
YOKOHAMA	0:50 (18)	—	1:00 (25)	0:45 (15)	0:50 (18)	0:40 (20)	1:00 (35)	—
YOKOSUKA	2:00 (43)	1:00 (25)	—	1:00 (24)	1:15 (32)	0:15 (5)	0:25 (10)	—
KAMI SEYA	1:00 (30)	0:45 (15)	1:00 (24)	—	0:30 (8)	1:10 (20)	2:00 (26)	—
ATSUGI	1:40 (39)	0:50 (18)	1:15 (32)	0:30 (8)	—	1:30 (27)	2:30 (34)	—
OPPAMA	—	0:40 (20)	0:25 (5)	1:10 (20)	1:30 (27)	—	0:50 (14)	—
MC GILL	—	1:00 (35)	0:25 (10)	2:00 (26)	2:30 (34)	0:50 (14)	—	—

Note: The numbers in parenthesis indicate miles; commuting time is indicated in hours and minutes.

siderable because of very poor roads and other conditions. On page 48 you'll find a table giving approximate commuting distances and times.

If you are included among those eligible for dependent travel (except captains and above) careful consideration should be given to the expense and discomfort involved. If you still want concurrent travel for yourself and your dependents, you may submit a request to ComNavFE for concurrent travel. Any messages or letters in this connection should be sent to the new duty station for information and additional action as necessary. Your application should include:

- Relationship and ages of all dependents for whom travel is requested.
- New duty station.
- Statement by you that you understand private rental situation in area and accept full responsibility for your decision.
- Statement showing whether private rental accommodations are firm.
- Name of sponsor/agent at new duty station if one is available.

When your application is received, your new duty station will forward to ComNavFE any pertinent comments and recommendations. That station may also appoint a sponsor/agent whenever practicable when you do not have such a person to assist you.

Upon obtaining the approval of ComNavFE, you must submit application for dependent's transportation (SandA Form 33) to ComTwelve and advise the new duty station of estimated time of arrival in Japan.

Public Works, Public Utilities and Communications Courses Ready

Two new officer correspondence courses are now available at the Naval Correspondence Course Center.

Maintenance of Public Works and Public Utilities (NavPers 10747) is applicable to officers of the Civil Engineer Corps. This course consists of 10 points Naval Reserve credit.

Shore-Based Communications (NavPers 10996) consists of 4 assignments, and is evaluated at 8 Naval Reserve credit points.

Application for enrollment should be made on Form NavPers 992 for-

warded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.

School Scholarship Offered to Navy Daughter

St. Margaret's School, Tappahannock, Va., will offer a scholarship to a Navyman's daughter who will be entering high school next year and

who would benefit by the school. It is a full tuition scholarship amounting to \$325.

The eligibility requirements include ability to do the work offered, character and personality, and need for the scholarship.

Applications may be obtained by addressing a request to the Chief of Naval Personnel (Attn: Pers G-212) Navy Department, Washington 25, D. C., or to the school.

WHAT'S IN A NAME

Barnacles, Champion Hitch-hikers

Cute little rascals when they are born, microscopic young barnacles have a pair of horns, a single eye and feathery legs for swimming. After about a month of floating in the sea, molting and growing with the other plankton, the young barnacle attaches itself to a hard surface.

Then it builds a permanent home, covering itself with several plates and a lid. Inside its laminated "fortress," it spends the rest of its life standing on its head and kicking food into its mouth with its feet.

We call the barnacle "it" because it is a combination of both male and female. Only one parent is needed both to lay and to fertilize the eggs from which the young ones hatch.

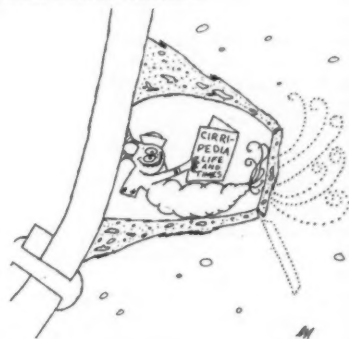
Ever since man first took to the sea in boats, this neuter-gendered arthropod has been a problem. If a ship could be kept in motion at a speed above two knots all the time, barnacle larvae could not swim fast enough to catch and attach themselves to the hull. A ship at anchor, however, is easy prey for an uncountable number of homeless larvae.

Barnacles can cover the entire underwater surface of a hull with their volcano like structures in a relatively short period of time. Then the hull will no longer slide through the water smoothly because the fouled surface sets up resistance. The speed of the ship is further decreased by the accumulated weight of these crustacea. Some heavily fouled ships have carried 200 tons of marine life clinging to their hulls.

In addition to slowing the speed of the vessel, adhesive barnacles can loosen paint and other protective coatings from the metal hull, causing it to be exposed to rust and other erosion.

Barnacles thrive in salt water, especially in tropical climates, but cannot live in fresh water. A captain who takes his ship into fresh water will kill the barnacles, but few of their homes will drop from the hull.

Nineteenth century shipbuilders found that copper surfaces were unpalatable to the



barnacle. Wooden ships of that era were often protected by copper plates on the hull surface. When copper plates were applied to steel ships, however, an electrolytic action between the dissimilar metals took place in salt water. This corrosive action caused the hull to eat itself away.

In search of an antifouling substance, inventors patented coatings composed of everything from garlic to cyanides. All were more or less unsuccessful. Even as late as the beginning of World War II, ships had to be drydocked every few months for scraping and repainting.

Since the Navy started using a plastic antifouling coating during the war, the barnacle has not been such a problem. Present Navy practice for protecting ship-bottoms consists of the application of one coat of wash primer, three coats of anti-corrosive and one coat of antifouling hot plastic. As an alternate to the hot plastic, three coats of cold plastic antifouling can be applied.

Ships can now stay at sea more than two years without suffering the consequences of fouled or corroded bottoms. The Navy customarily hauls its ships up for other repairs every two years, and at this time renews the plastic antifouling coating. Hitch-hiking barnacles, therefore, have been forced to find homesites elsewhere.

Table Shows Advancement Opportunities in February Exams

MOST NAVYMEN who obtain a passing mark in the service-wide examinations for advancement in February will have an excellent opportunity for advancement in the majority of rates and ratings.

That's the conclusion to be drawn from the figures shown below. This information, compiled at the direc-

tion of the Chief of Naval Personnel, is based on available statistics, study of past performance and a considered estimate of all the variables which might affect advancement.

However, in studying the probabilities of advancement in your rating, you should bear in mind that these figures are tentative and may be

changed as the needs of the service may require.

Note: In the table below you will note that the term "Nearly All" appears very often. In many of the rates so indicated, ALL who pass the examination will be advanced.

Remember, however, that the figures given are only estimates.

RATING	CANDIDATE FOR PAY GRADE E-7				CANDIDATE FOR PAY GRADE E-6				CANDIDATE FOR PAY GRADE E-5				CANDIDATE FOR PAY GRADE E-4			RATING
	Take Exam	Will Pass	Percent Passing who will Advance		Take Exam	Will Pass	Percent Passing who will Advance		Take Exam	Will Pass	Percent Passing who will Advance		Take Exam	Will Pass	Percent Passing who will Advance	
BM	2460	860	3% to 10%		3340	1400	3% to 10%		3750	1840	3% to 10%		10250	7690	3% to 10%	BM
QM	780	270	3% to 10%		510	210	50% to about 75%		990	480	Nearly all		2600	1950	Nearly all	QM
RD	380	130	Nearly all		390	160	Nearly all		1500	730	Nearly all		2150	1610	Nearly all	RD
SO	230	80	Nearly all		240	100	Nearly all		960	470	Nearly all		1200	900	Nearly all	SO
TM	890	310	3% to 10%		450	190	10% to 50%		430	210	Nearly all		700	520	Nearly all	TM
GM	1590	560	3% to 10%		1870	780	3% to 10%		2100	1030	Nearly all		3500	2630	Nearly all	GM
GS	60	20	Nearly all		10	5	Nearly all		40	20	Nearly all		70	50	Nearly all	GS
FT	510	180	Nearly all		470	200	Nearly all		1350	660	Nearly all		2150	1610	Nearly all	FT
MN	40	15	Nearly all		80	35	Nearly all		240	120	Nearly all		350	260	Nearly all	MN
ET	510	180	Nearly all		1280	540	Nearly all		1800	880	Nearly all		2150	1610	Nearly all	ET
IM	20	5	10% to 50%		30	15	50% to 75%		50	25	Nearly all		170	125	Nearly all	IM
OM	60	20	3% to 10%		30	15	50% to 75%		40	20	Nearly all		170	125	Nearly all	OM
TE	310	110	50% to 75%		400	170	Nearly all		1080	530	Nearly all		1550	1160	Nearly all	TE
RM	750	260	Nearly all		750	315	Nearly all		1750	825	Nearly all		3500	2625	Nearly all	RM
CT	330	115	50% to 75%		250	105	50% to 75%		500	245	Nearly all		1200	900	Nearly all	CT
YN	1200	420	10% to 50%		1420	595	10% to 50%		2700	1320	Nearly all		4350	3260	Nearly all	YN
PN	420	145	50% to 75%		400	160	50% to 75%		970	475	Nearly all		1900	1425	Nearly all	PN
MA	120	40	3% to 10%		160	65	3% to 10%		120	60	Nearly all		150	110	Nearly all	MA
SK	850	300	50% to 75%		830	350	Nearly all		1420	700	Nearly all		3450	2590	Nearly all	SK
DK	270	95	3% to 10%		210	90	3% to 10%		400	200	Nearly all		950	710	Nearly all	DK
CS	1870	650	3% to 10%		2660	1120	3% to 10%		2250	1100	Nearly all		3500	2625	Nearly all	CS
SH	600	210	3% to 10%		910	390	3% to 10%		1800	880	Nearly all		2450	1840	Nearly all	SH
JO	30	10	10% to 50%		40	15	50% to 75%		130	60	Nearly all		250	185	Nearly all	JO
LI	70	25	3% to 10%		90	40	3% to 10%		220	105	Nearly all		350	265	Nearly all	LI
DM	20	5	Nearly all		30	15	Nearly all		120	60	Nearly all		350	260	Nearly all	DM
MU	120	40	50% to 75%		80	35	Nearly all		210	100	Nearly all		350	260	Nearly all	MU
MM	1350	475	10% to 50%		1070	450	Nearly all		2550	1250	Nearly all		3900	2925	Nearly all	MM
EN	2250	790	3% to 10%		1410	590	10% to 50%		2250	1100	Nearly all		3900	2925	Nearly all	EN
MR	150	50	10% to 50%		160	65	Nearly all		520	255	Nearly all		800	600	Nearly all	MR
BT	1350	470	10% to 50%		800	335	Nearly all		1800	880	Nearly all		3000	2250	Nearly all	BT
EM	900	315	50% to 75%		880	370	Nearly all		2100	1030	Nearly all		3000	2250	Nearly all	EM
IC	240	85	10% to 50%		200	85	Nearly all		790	385	Nearly all		1200	900	Nearly all	IC
ME	770	270	3% to 10%		530	220	3% to 10%		780	380	Nearly all		1300	975	Nearly all	ME
FP	340	120	3% to 10%		360	150	50% to 75%		790	385	Nearly all		1400	1050	Nearly all	FP
DC	640	225	3% to 10%		470	195	3% to 10%		690	340	Nearly all		1300	975	Nearly all	DC
PM	20	5	10% to 50%		20	10	Nearly all		20	10	Nearly all		170	125	Nearly all	PM
ML	30	10	3% to 10%		20	10	50% to 75%		20	10	Nearly all		170	125	Nearly all	ML
SV	10	5	Nearly all		20	10	Nearly all		100	50	Nearly all		170	125	Nearly all	SV
CE	30	10	Nearly all		50	20	Nearly all		190	90	Nearly all		450	340	Nearly all	CE
CD	100	35	Nearly all		210	90	Nearly all		600	295	Nearly all		950	710	Nearly all	CD
CM	90	30	10% to 50%		120	50	50% to 75%		270	130	Nearly all		500	375	Nearly all	CM
BU	100	35	Nearly all		120	50	Nearly all		450	220	Nearly all		700	525	Nearly all	BU
SW	70	25	50% to 75%		60	25	Nearly all		180	90	Nearly all		350	260	Nearly all	SW
UT	30	10	Nearly all		40	15	Nearly all		140	70	Nearly all		250	190	Nearly all	UT
AD	3900	1365	3% to 10%		2800	1175	3% to 10%		2040	1000	Nearly all		5200	3900	Nearly all	AD
AT	1350	475	50% to 75%		800	330	Nearly all		2020	990	Nearly all		2600	1950	Nearly all	AT
AO	700	245	3% to 10%		700	290	10% to 50%		920	450	Nearly all		1750	1310	Nearly all	AO
AQ	40	10	Nearly all		10	5	Nearly all		20	10	Nearly all		70	50	Nearly all	AQ
GF	50	20	Nearly all		20	10	Nearly all		10	5	Nearly all		80	60	Nearly all	GF
AC	280	100	50% to 75%		180	75	50% to 75%		280	135	Nearly all		600	450	Nearly all	AC
AB	230	80	50% to 75%		360	150	50% to 75%		840	410	Nearly all		1750	1310	Nearly all	AB
AE	420	150	Nearly all		360	150	Nearly all		870	425	Nearly all		1300	975	Nearly all	AE

RATING	CANDIDATE FOR PAY GRADE E-7			CANDIDATE FOR PAY GRADE E-6			CANDIDATE FOR PAY GRADE E-5			CANDIDATE FOR PAY GRADE E-4			RATING
	Take Exam	Will Pass	Percent Passing who will Advance	Take Exam	Will Pass	Percent Passing who will Advance	Take Exam	Will Pass	Percent Passing who will Advance	Take Exam	Will Pass	Percent Passing who will Advance	
AM	1500	525	3% to 10%	880	370	50% to 75%	1230	600	Nearly all	2150	1610	Nearly all	AM
PR	290	100	3% to 10%	80	35	3% to 10%	180	90	Nearly all	350	265	Nearly all	PR
AG	150	50	10% to 50%	150	60	Nearly all	420	200	Nearly all	800	600	Nearly all	AG
TD	150	50	10% to 50%	150	60	Nearly all	420	200	Nearly all	700	525	Nearly all	TD
AK	280	100	10% to 50%	360	150	50% to 75%	490	240	Nearly all	1400	1050	Nearly all	AK
PH	220	75	10% to 50%	230	100	50% to 75%	600	295	Nearly all	950	710	Nearly all	PH
HM	2400	840	3% to 10%	1960	825	50% to 75%	3300	1620	Nearly all	5200	3900	Nearly all	HM
DT	230	80	3% to 10%	250	105	50% to 75%	310	150	Nearly all	1150	860	Nearly all	DT
SD	1550	540	3% to 10%	1740	730	3% to 10%	2990	1460	3% to 10%	3380	2530	3% to 10%	SD

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 83—Announced approval by the President of the reports of selection boards which recommended Regular Navy and Naval Reserve officers for promotion for captain and commander in the Medical Corps, Dental Corps, Medical Service Corps, and Nurse Corps.

No. 84—Announced the convening of selection boards to consider lieutenants of the Medical and Dental Corps on active duty for temporary promotion to lieutenant commander.

No. 85—Stated that entitlement of food to shore messes will be based on number of men who actually take meals rather than on a muster roll, as has been the custom in the past.

No. 86—Announced convening of selection boards to recommend staff corps lieutenants (junior grade) for temporary promotion to lieutenant.

No. 87—Stated that enlisted personnel receiving a commuted ration, when assigned to duty requiring the purchase of one or more meals per day from other than a government

mess, are entitled to a supplemental subsistence allowance.

No. 88—Clarified reports concerning single manager commodity assignment for subsistence for all military services and stated there would be no basic change in Navy's method of food purchases.

No. 89—Announced the convening of selection boards to consider lieutenants (junior grade) of Medical and Dental Corps on active duty for temporary promotion to lieutenant.

No. 90—Announced approval by the President of the report of a selection board which recommended officers of the Regular Marine Corps and Marine Corps Reserve to the grade of major.

Instructions

No. 1130.4C—Pertains to the enlistment or reenlistment in the Regular Navy or Naval Reserve personnel serving on active duty.

No. 1133.8—Authorizes the discharge of those individuals inducted into the Naval service who so desire for the purpose of immediate reen-

listment in the Regular Navy, and provides for the retention on active duty of those inducted personnel who desire to remain on active duty beyond the period for which they were inducted, but who do not wish to reenlist in the Regular Navy.

No. 1120.12D—Establishes qualifications for the Regular Navy Augmentation Program for temporary officers and Naval Reserve Officers.

No. 1210.7—Announces the general policies and procedures to be followed in the transfer of officers from line-aviation to line.

No. 1520.6F—Lists selectees for the officer class of Submarine School and requests applications from Regular and Reserve line officers on active duty for class convening first week in July 1956.

No. 1533.29A—Establishes NROTC supply curriculum clearing house procedures for 1955-56.

No. 1910.12—Announced the continuation of program early separation of enlisted personnel commencing or resuming college education.

Notices

No. 1133 (10 Nov)—Announced that certain Naval Reserve personnel serving on active duty who incurred an additional service obligation under the provisions of the Universal Military Training and Service Act, as amended, would not be permitted to extend their contractual enlistments.

No. 1416 (18 Oct)—Set forth the bibliography in logistics and industrial relations of officers selected for promotion in fiscal 1956 from lieutenant commander to commander.

No. 1430 (3 Nov)—Promulgated information regarding the advancements resulting from the August 1955 examinations and the estimated opportunities for advancement which will result from Feb 1956 exams.

LA Has High Quota Of Enlisted Advancements

Ninety-two enlisted Navymen on board USS *Los Angeles* (CA 135) have been advanced to the next higher pay grades, after completing the requirements for advancement. Two others successfully passed exam for advancement but were not rated because of present quota limitations.

The 92 men that were advanced comprise almost a tenth of the 950 enlisted men aboard ship.

Fifty-three of the men were advanced to third class petty officer, 31 to second class, seven to first class and one to chief.

Thinking of Changing Your Rating? Check These Points

If you are a petty officer and are planning to request a change in rating, here are the latest instructions with which you must comply before you can submit your request.

In the first place, the decision to request a change in rating requires very serious consideration. The Navy has trained you for a specific type of job and that is the job for which you are believed to be best fitted by aptitude and experience. Some special justification is necessary before the Bureau will consider making a change.

These special considerations are outlined in BuPers Inst. 1440.5A. This instruction does not affect the authority of the commanding officer to make changes in rating for general apprentices under his command as authorized in Art. C-7213 of BuPers Manual.

The most important factor in determining what action will be taken by the Bureau on requests for changes in rates or ratings is the current shortage or excess in certain ratings throughout the Navy. Some of the factors used in determining action on your request for a change are:

- Needs of the service as a whole regardless of the excess or shortage of certain ratings in local commands.
- The amount of formal training and actual experience in your present rate or rating as compared to the requirements of the rate or rating requested.
- The time and money the Navy has expended to train you for your present rate compared to your performance and usefulness to the naval service in the new rating requested. Usually, only special or unusual cases will be considered where personnel are graduates of Class "A" or "B" schools and where this training cannot be used in the new rate or rating.
- The lack of normal training and experience in the lower pay grades of the requested rating and its effect upon your ability to instruct your subordinates properly. This is particularly important in the higher pay grades.
- Commanding officer's recommendation and comments regarding your relative aptitude and qualification for rates or ratings involved.

- Training and experience gained in civil life.

- The fact that an allowance for the requested rate or rating does not exist in the command is a factor against changes. Such changes require otherwise unnecessary transfers and affect permanency of personnel.

Changes between certain rates are desirable. If you are in a crowded rating, you may have a better opportunity for advancement and at the same time benefit the service if you change to an "open" rate. The list of "open" rates is contained in Enclosure One of BuPers Inst. 1130.4B.

This list is determined by a study of the number of personnel on board in each rate in relation to the number required in that rate, on a service-wide basis. This list is revised periodically as the number of personnel on board changes in relation to requirements. The list of "open"

rates provides the best available information, but it only reflects the current situation.

If you have been recommended and nominated to participate in the service-wide competitive examination for advancement in the rating you presently hold, you will not be recommended for a change in rating until the final results of the examination for advancement are known.

On the other hand, personnel who have been recommended for change in rating will not be recommended or nominated for advancement, or participation in service-wide competitive exams, in either rating, until after the Bureau action on the recommendation has been received by their commanding officer.

Before you can make a request for change in rating you must be fully qualified in the duties of the requested rating. This means that you must first satisfactorily complete the following requirements for the rating requested:

- Training course.
- Practical factors in the rating, and for the rate, as required in the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 Revised).
- Applicable school when required for advancement to requested rate.
- Operation tests when required for the rate and rating.

You will also be required to take a written examination prepared at your duty station. The examination will be based on the subjects for the particular rate requested as listed in the *Manual of Qualifications for Advancement in Rating*. The examination is graded locally by an examining board appointed by the commanding officer.

The instructions in this directive are also applicable to enlisted women. The rates and ratings to which Waves may be permitted to change are limited to the following: Rates—SA, SN, AA, AN, HA, HN, DA, DN; Ratings—ET, IM, OM, TE, RM, CT, YN, PN, MA, SK, DK, CS, SH, JO, LI, AC, DM, PH, AT, AK, PR, AG, TD, HM, and DT.

Naval Reservists on active duty with Regular Navy may be examined and recommended for change to Emergency Service Ratings only.

Doing Top Selling Job, Sailor Sells Self, Ships Over

When you really believe in the product you are selling it sometimes happens that you turn out to be your own customer, at least that's what happened to Jimmy Rogers, GM3, USNR.

Rogers, who enlisted in the Reserve after a tour of duty in the Regular Navy, recently volunteered for active duty in connection with the Naval Air Reserve recruiting program. For three weeks he worked out of the Memphis Naval Air Reserve Training Unit and, according to his boss, was instrumental in recruiting a large percentage of the 50 veterans he talked to about entering the Naval Air Reserve Program.

The more he recruited the more enthusiastic he got until one day he decided to follow his own advice and shipped himself for a two-year tour of active duty.

There is no doubt that Rogers was sold on his product and he must be a high powered recruiter to recruit himself. The only trouble is that now Memphis is out one recruiter while the Pacific Fleet is one gunner's mate richer.

Promotions for Regular and Reserve Officers in Line And Staff Corps Announced

Selection boards have announced the results of their deliberations concerning promotion of several categories of Regular Navy and Naval Reserve line and staff officers on active duty.

The largest consisted of 1085 USN and USNR line lieutenant commanders on active duty recommended for temporary promotion to the grade of commander. Approximately 210 of the selected officers will receive appointments with dates of rank from 1 July upon completion of required qualifications. The remainder of those named will be advanced periodically as vacancies occur. It is anticipated that all will be promoted by 1 Jul 1956.

Promotions also included 415 USN and USNR staff corps commanders and lieutenant commanders for advancement to captain and commander, respectively.

Selections, 177 to captain and 240 to commander, were made in the Supply Corps, Civil Engineer and Chaplain Corps. Two Waves, one in the Medical Service Corps and one in the Supply Corps, were selected to the grade of commander. Of the 177 officers selected for captain's rank, 81 are serving in the Supply Corps, 80 in the Civil Engineer Corps and 16 in the Chaplain Corps.

More than half of the men—150—picked for the rank of commander are Supply Corps officers; 34 are engineers and 54 are Chaplains.

Approximately half of those named to captain will be appointed upon completion of the required qualifications, with a date of rank of 1 Jul 1955. The balance will be advanced as vacancies occur for their line running mates during the remainder of the fiscal year. Promotions to commander will also be made as vacancies occur.

The names of 1115 officers of the Medical and Dental Corps in the grades of commander and lieutenant commander who have been selected for temporary promotion to the next higher grade have also been announced.

Those selected include: for temporary promotion to captain in the Medical Corps, 282; in the Dental Corps, 303; to commander, Medical Corps, 381, Dental Corps, 149.

Appointments also included 17 chief petty officers to the temporary grade of warrant officer, W-1. Those appointed will have various dates of rank and include the following categories: to Aviation Operations Tech-

nician, one; to Boatswain, four; to Mine Warfare Technician, one; to Machinist, four; to Aviation Electronics Technician, two; to Electronics Technician, three; to Ship Repair Technician, and to Ship's Clerk, one.

HOW DID IT START

Bottles That Go Places

Since the early days of history the shifting, drifting waters of the seas have been delivering messages in bottles and boxes from adventure-minded sailors, lonesome castaways hoping for rescue, and from curious people who just want to know where the ocean goes.

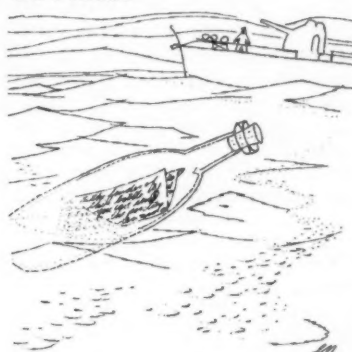
One of the first sailors to take advantage of the ocean mailing service was Christopher Columbus, who sent a wooden chest to the King and Queen of Spain containing a complete report of his discoveries in the New World. The chest was set adrift during a severe storm near the Azores when Columbus, fearing he would drown without making his discoveries known, used the sea as a last resort to communicate with the Spanish rulers who had financed his trip. Fortunately, Columbus returned safely to Spain to report on his expedition in person and the good Queen Isabella didn't have to wait for the mail—it was not discovered until 359 years later when the captain of the Yankee brig *Chieftain* picked it up off Morocco.

In more recent times the bottles and boxes tossed into the sea have been used to study the ocean's currents as well as deliver messages. At first this method wasn't too reliable because the bottles or boxes could be carried from one current to another by the wind and their course was a combination of wind and wave currents. However, more than a century ago, the "drift bottle" was introduced to overcome the uncertainties of wind versus ocean currents.

Drift bottles are carefully sealed bottles that are weighted down with sand so that they are nearly all under water with only the top sticking out to the wind. To help oceanographers in their study of the currents the bottles contain little cards, with the number of the bottle on it (to establish the place and time it was put in the water) and a request for the finder to fill in the information as to where and when the bottle was found and then return the card to a central office.

Sometimes the drift bottles are equipped with drift anchors—usually a cross-shaped piece of iron suspended below the bottle that adds extra weight to the bottle to keep it out of the wind.

In shallow waters like the North Sea other experiments with two bottles have been successful in charting the currents. One of the two bottles contains a weak acid that after a given length of time eats away a metal



stopper that permits the sea water to fill the bottle. When this happens the bottle sinks to the bottom pulling the other bottle down with it where it is held in place by a piece of sheet metal that acts as an anchor. The bottles are easily recovered—especially by fishermen using trawls.

The Navy's Hydrographic Office and the U. S. Fish and Wildlife Service also play a serious role in the study of ocean currents. Hydro constantly checks the lanes used by shipping to make certain that maximum use is made of the helpful, fast moving currents. Captains of ocean-going vessels help out by regularly casting off bottles containing papers with instructions printed in eight languages asking the finders to return the papers with information on where and when the bottles were recovered. One of the Hydrographic bottles holds the "record" for bottle travel having covered 12,250 miles.

You can assist in this study of ocean currents by returning any bottled message you may find—if you accidentally open someone else's mail you can always throw it back. Then too you may find more than you bargained for. In 1949 an employee of a California restaurant found a bottle that had been washed ashore near Palo Alto, Calif. The note inside had been written in 1937 and contained a will signed by Daisy Alexander, leaving her entire estate to her lawyer and to the person who found the bottle. It turned out that Daisy was the daughter of Isaac Singer, the sewing machine millionaire, and she had died in London leaving an estate of \$12,000,000. It is believed that sometime before her death she threw the bottle into the Thames River—and it turned up 12 years later in California!

Revised Instructions List More State Bonuses

The state of Indiana has revised its instructions concerning its bonus for Korean veterans and has issued application forms. In addition, five states — Massachusetts, Michigan, New Hampshire, New York and Vermont—other than the three listed in the December 1955 issue of **ALL HANDS** (Pennsylvania, Washington and West Virginia) are still accepting applications for bonus payments from World War II veterans. That is, eight states in all are still paying bonuses for World War II service, rather than three states, as previously reported. Pertinent instructions on the subject have been revised.

Indiana

Here's the latest information concerning the payment of a bonus for **Korean veterans** by Indiana:

Amount: \$15.00 for each month or fraction of 15 days or more. Maximum, \$550. Flat amount of \$600 for veteran with 10 per cent or more service-connected disability.

Bonus payments will be made from surplus of World War II bonus funds. Priority in payment is given first to claims of next of kin of deceased eligible veterans; then to claims of eligible disabled veterans; finally, if funds permit, to claims of eligible veterans who served in the Korean War theater. No bonus is paid for service outside the Korean theater except for death or disability.

Service: Active duty in the Korean theater for any period between 27 Jun 1950 and 27 Jul 1953, both dates inclusive. Must have received or be entitled to receive the Korean Campaign Service Bar. Separation or discharge from the armed forces under honorable conditions. If still in military service, you may apply.

Death: Next of kin of deceased eligible veteran who served on active duty at any time between 27 Jun 1950 and 1 Jan 1955. Service in Korean theater is not required. Death must be result of active duty if before discharge, or as a result of service connected disability after discharge, and must not be due to own misconduct.

Dependents eligible: Unremarried widow or widower, children, mother, father, and persons standing in loco parentis in this order of priority.

Residence: One year in state immediately before induction.

Deadline: 30 Jun 1956.

For applications (or inquiries): Auditor of State of Indiana, Bonus Division, 431 N. Meridian St., Indianapolis 4, Ind.

World War II State Bonuses

Here's further information concerning World War II bonus (for info on Pennsylvania, Washington and West Virginia, see **ALL HANDS**, December 1955, p-52).

Massachusetts

Amount: \$100 domestic service of less than six-months; \$200 domestic service of more than six months; \$300 overseas service.

Service: Between 16 Sep 1940 and 31 Dec 1946, both dates inclusive. Discharge or release other than dishonorable, or in active service.

Residence: Six months immediately before entering service.

Deadline: None.

Next of kin: Survivors of persons who died in service before 31 Dec 1946 may receive \$300. Otherwise, amount veteran would receive if alive.

For applications: Commandant (DCRO), First Naval District, 495 Summer St., Boston 10, Mass.

Address inquiries to: Veterans Bonus Commission, 15 Ashburton Place, Boston 8, Mass.

Michigan

Amount: \$10 per month of domestic service; \$15 per month of foreign service; \$500 maximum.

Service: More than 60 days between 16 Sep 1940 and 30 Jun 1946, both dates inclusive. Honorable discharge or release, or in honorable active service.

Residence: Six months immediately before entering service.

Deadline: 1 Jun 1956 (Only veterans still in service or in military veterans' or state hospitals are now eligible.)

For applications: Commandant (DCRO), Ninth Naval District, Bldg 1, Great Lakes, Ill.

Address inquiries to: Adjutant General's Office, State of Michigan, Military Pay Division (Bonus Section), P. O. Box 1401, Lansing 4, Mich.

New Hampshire

Amount: \$10 per month active service; \$100 maximum.

Service: More than 90 days' service between 7 Dec 1941 and 31

Dec 1946, both dates inclusive. Discharge or release under conditions other than dishonorable.

Residence: Bona fide resident at time of entry into service.

Deadline: None.

Next of kin: Survivors of veteran who dies in active service or after that time from service-connected causes may receive \$100. Otherwise, amount veteran would receive.

For applications: Commandant (DCRO), First Naval District, 495 Summer St., Boston 10, Mass.

Address inquiries to: State Adjutant General's Office, State Military Reservation, Concord, N. H.

New York

Amount: \$50 for 60 days or less of domestic service, \$150 for more than 60 days of domestic service; \$250 for any foreign service.

Service: Active duty between 7 Dec 1941 and 2 Sep 1945, both dates inclusive. Discharge under honorable conditions or still in service.

Residence: Six months immediately before service. Residence at time of application requirement removed in November 1949 election.

Deadline: None.

Next of kin: If death occurred in service, next of kin may receive \$250. Otherwise, amount veteran would receive if alive.

For applications: Commandant (DCRO), Third Naval District, 90 Church St., New York 7, N. Y.

Address inquiries to: Veterans' Bonus Bureau, Dept of Taxation and Finance, 1875 North Broadway, Albany 4, N. Y.

Vermont

Amount: \$10 per month (enlisted personnel only); \$120 maximum.

Service: Active service between 11 Sep 1941 and 30 Jun 1947. Honorable separation.

Residence: Residence at time of entry and for one year immediately before.

Deadline: None.

Next of kin: Survivors of persons dying in service may receive \$120. Otherwise, amount veteran would receive if alive.

For applications: Commandant (DCRO), First Naval District, 495 Summer St., Boston 10, Mass.

Address inquiries to: Office of Adjutant General, State Office Bldg., Montpelier, Vt.

New Films Available through Central Recreation Fund For Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Films in color are designated by (C). Distribution of the following films began in November.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

My Sister Eileen (398) (C): Musical; Janet Leigh, Jack Lemmon.

Strange Lady In Town (399) (C): Western; Greer Garson, Dana Andrews, Cameron Mitchell.

The Far Horizons (400) (C): Adventure Drama; Fred MacMurray, Donna Reed, Charlton Heston.

Hell's Island (401) (C): Murder Drama; John Payne, Mary Murphy.

Pearl Of The South Pacific (402) (C): Adventure Drama; Virginia Mayo, Dennis Morgan.

The Glass Slipper (403) (C): Cinderella Fantasy; Leslie Caron, Michael Wilding, Keenan Wynn.

The Marauders (404) (C): Western; Dan Duryea, Jeff Richards.

The Night Of The Hunter (405): Melodrama; Robert Mitchum, Shelley Winters, Lillian Gish.

Road To Denver (406) (C): Western; John Payne, Mona Freeman, Lee J. Cobb.

Special Delivery (407): Drama;

Joseph Cotten and Eva Bartok.

The Phenix City Story (408): Crime Melodrama; Richard Kiley, John McIntire, Kathryn Grant.

The Sea Chase (409) (C): Sea Adventure; Lana Turner, John Wayne.

Footsteps In The Fog (410) (C): Horror Drama; Stewart Granger, Jean Simmons, Bill Travers.

Mister Roberts (411) (C): Navy Comedy; Henry Fonda, James Cagney, William Powell, Jack Lemmon.

All That Heaven Allows (412) (C): Romantic Drama; Jane Wyman, Rock Hudson.

The Twinkle In God's Eye (413): Drama; Mickey Rooney.

To Hell And Back (414) (C): War Drama; Audie Murphy, Marshall Thompson.

The Last Command (415) (C): Western Drama; Sterling Hayden, Anna Marie Alberghetti, Richard Carlson.

Night Freight (416): Drama; Forrest Tucker, Barbara Britton.

The Seven Little Foys (417) (C): Comedy Drama; Bob Hope.

Atomic Medicine Is Subject Of New Correspondence Course

The new Medical Department correspondence course, *Atomic Medicine* (NavPers 10701-A) is now available to eligible Regular and Reserve officers and enlisted personnel of the Medical Department.

The new course contains eight assignments, covering the principles and applications of atomic medicine, and is evaluated at 24 Naval Reserve points credit. *Atomic Medicine* supersedes *Radiological Defense* and *Atomic Medicine* (NavPers 10701), but personnel who completed the latter course will receive additional credit for the new.

Correspondence Course Ready for Boatswain's Mates, Strikers

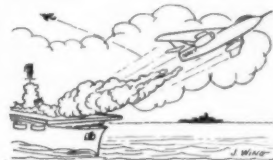
A new Enlisted Correspondence Course is now available to all enlisted personnel.

Boatswain's Mate 3 (NavPers 91242-1) is applicable to the ratings of BM, BMG, BMB, BMS, BMK and BMR, and is evaluated at 21 points.

All applications should be sent to the U. S. Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

HERE'S YOUR NAVY

The 70,000-pound A3D Skywarrior is scheduled to be delivered to two brand new Heavy Attack Squadrons early this year. In joining the Fleet the A3D will mark a new era in naval aviation as the heaviest and most powerful attack bomber that the world has ever seen. It is capable of



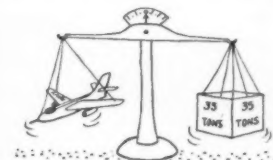
carrying an A-bomb, and has a range sufficient to span the U. S. and return.

Able to fly from either carriers or advanced land bases the A3D will give the Navy a plane that can strike any spot on the face of the earth. It carries a crew of three: pilot, co-pilot and navigator; and can carry



the largest type of munitions utilized by the Navy's air arm.

Equipped with two dual compression J-57 turbo-jet engines, which produce up to 10,000 pounds thrust, the A3D has a folding vertical tail and folding outer wing panels in addition to normal catapulting and arrested landing gear—all specifically designed for carrier qualifications. Its performance falls into the 600-700



mile per hour class and it can fly at altitudes up to 40,000 feet.

Extraordinary take-offs can be accomplished with the A3D at full gross weight through the use of 12 jet-assisted take-off bottles mounted on both sides of the fuselage of the rear fuel tank. Using the JATO and engines, the pilot of the plane can make a normal carrier take-off without the use of a catapult, a real accomplishment for such a heavy plane.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH in on page 9

1. (b) large cruiser
2. (a) USS Guam (CB 2).
3. (c) quartermaster
4. (a) machinery repairman
5. (b) the Navy's first multi-jet seaplane
6. (c) 600 mph.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★
DON'T BE SURPRISED if many of those American merchant ships you see around the world have man-of-war smartness and appearance. It is very likely that their masters, and not less than 50 per cent of other licensed officers on board are members of the Fleet Reserve or Naval Reserve.

More than 200 of the U. S. merchant vessels now plying foreign seas and visiting world ports have the Naval Reserve banner flying from their foretrucks. These ships have been designated by the Secretary of the Navy as suitable for service as naval auxiliaries in time of war, provided they meet the 50 per cent requirement in Reserve officer complement.

Because trained crews manning auxiliary passenger liners and cargo ships are vital to logistic mobilization plans, the Navy still assists in training and gives Reserve commissions to graduates of state and federal Merchant Marine academies. Reserve MSTs units located near commercial seaports are authorized to perform ACDUTRA on board certain merchant vessels under MSTs.

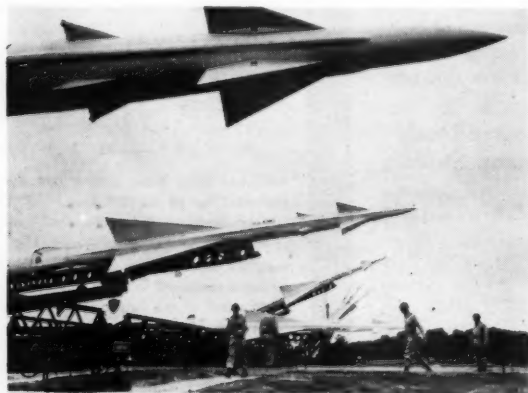
★ ★ ★
THE XF-84H EXPERIMENTAL turboprop fighter plane has made its first flight successfully at the Edwards Air Force Base, Calif.

The new plane remained aloft for 35 minutes on its maiden flight, most of which was made at an altitude of 20,000 feet.

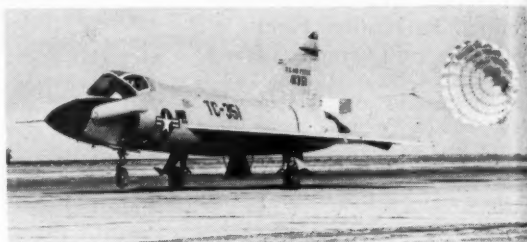
The XF-84H is said to be the fastest single-engine propeller-driven plane ever built. It can be expected to attain even greater speeds when fitted with an after burner for which it is equipped, and is believed to be the first turboprop plane designed for after-burner augmentation of propeller power.

This new experimental fighter combines the advantages of propeller-driven planes with the speed of lightweight modern jet engines. The power of the turbine engine is converted through a gear box and shafting into propeller power, providing high speed and performance without using fuel as rapidly as today's jets.

Because of its speed, long range, and ability to carry



NIKES provide defense against invaders in demonstration by 71st Antiaircraft Artillery Missile Bn. at Lorton, Va.



FLIES LIKE REAL—TF-102A is newly developed trainer for Force F-102A interceptor. Wider nose is for dual controls.

extremely heavy armament loads and still take off from short runways, the plane meets requirements for a USAF low-level fighter-bomber or Navy carrier-based dive-bomber.

A single-seater fighter, the XF-84H has wings swept back at a 40-degree angle with air intake ducts in the wing roots.

An automatic propeller governor maintains a constant engine RPM and speed changes in flight are controlled by automatic pitch change of the propeller blades. Propeller pitch can also be reversed on the ground to brake the landing run, making it adaptable to small airfields.

★ ★ ★
AN ELECTRONIC DEVICE designed to tighten America's air defense has been developed for the Ground Observer Corps by the Air Research and Development Command.

The device is a lightweight (about 20 ounces), portable detector designed to add electronic eyes to the GOC during periods of darkness or poor visibility.

Mounted on a hat, the receiver operates on the basis that any enemy aircraft penetrating our defenses would be forced to use non-optical methods of navigation and bombing under low visibility conditions. The radar from this aircraft would radiate large bursts of high frequency energy which are easily detected by Ground Observer Corps personnel equipped with the detector.

When an aircraft operating under these conditions nears the site of the observation post the receiver automatically picks up the signal. The observer immediately telephones the "enemy's" position to the appropriate filter center, for further action.

★ ★ ★
TWO FIELD ARTILLERY UNITS equipped with two of the Army's most modern weapons, the *Honest John* rocket and the 280mm atomic cannon, are being assigned to the Far East.

Assignment of the two units to the Far East Command is a "part of established U.S. policy to make available to its forces overseas the most modern developments in military weapons."

The *Honest John* is a long-range, 762mm artillery rocket designed to provide fire support for ground troops. It can employ conventional or atomic war heads.

The giant atomic cannon has a relatively high degree of mobility and long range. It is considered highly accurate with either conventional high explosive or atomic ammunition.

A TYPEWRITER-LIKE device designed to utilize more than 50 foreign language type fonts is under development by the Army.

Using this device, non-linguistic U. S. Army personnel will be able to prepare messages in totally unfamiliar foreign tongues. The machine will be used by mobile psychological warfare printing units.

Research on this multi-language typewriter was undertaken to establish a means of communicating with populations in the major political and geographic areas of the world. The basic problem was to develop a composing machine simple enough to be operated by a non-linguistic soldier and still retain a flexibility which would permit writing the major alphabetical languages. In other words, a single machine with interchangeable type fonts.

Through these interchangeable type fonts the Army's problem with languages in the Latin alphabet was simple. The problem was different with Hebrew, Arabic, the Indo-Chinese languages, or a language such as Burmese, with over 700 characters, in comparison to 26 letters in the English alphabet.

Now, as a result of exhaustive research in languages, hundreds of engineering changes and countless experiments, the Army has a gadget which writes in over 50 languages, including a reverse carriage model which types from right to left, needed for writing Hebrew, Arabic, Persian, Urdu, Malayan, Jowi, and Pushtu. Many of these languages are spoken by relatively small linguistic groups.

The new machine is simple to operate. The message is written by a linguist in the language desired. The linguist then substitutes appropriate numbers for the characters, with diagonals, circles and squares to indicate punctuation. With the proper font in the machine the operator merely strikes the keys according to the numerical sequence of the message. Completed, the typing resembles commercial printing. This is photographed, an offset plate is made, and printing begins.

★ ★ ★

AIR FORCE PLANS to accelerate initial production of two advanced jet fighters, the F-101 all-weather interceptor and the F-104 day fighter, have been completed and approved.

Emphasis has been shifted from the escort version of



DAM MODELS, like this one of Niagara Falls, are made by Army Engineers at Vicksburg, Miss., station for study.

the F-101 to an all-weather interceptor version of this aircraft. This rescheduling will give the Air Force the more urgently required model sooner.

As a result of recent technical advances, a new model of the F-104 will be brought into production sooner than was originally planned. Also, a higher monthly rate of production for this aircraft has been planned.

★ ★ ★

THE WASP WAIST is not only news in the field of fashion but also in aeronautical circles.

By adoption of the wasp waist design, Air Force engineers make aircraft such that the YF-102 and the F-102A all-weather jet interceptors travel still faster and slip more smoothly past the speed of sound.

By pinching in the fuselage where the wings are attached, the cross section area of the fuselage and wing together becomes the same as it would be for the streamlined fuselage only. This gives the least drag in the transonic range. The F-102A, now in production, is the Air Force's first supersonic all-weather interceptor. Packed with the newest electronic gear, the plane is designed to intercept enemy bombers at stratospheric altitudes, at any time of day or night.

★ ★ ★

TESTING of two all-metal helicopter rotor blades is now under way by the Air Force.

The blades, constructed basically of steel and aluminum, are being studied as a possible replacement for combination wood, metal, and fabric rotors used on H-13 and H-23 Army and Air Force helicopters.

The metal blades are being studied to determine if they can be made more economically. It is expected they will be stronger, lighter in weight, and completely interchangeable. Because of material limitations inherent in the use of wood, wooden blades come only in matched sets. However, metal blades are uniform and can be replaced individually rather than in sets.

Other advantages expected from the use of all metal blades include reduction in costs of production and maintenance. It is believed replacement costs would be greatly reduced since metal blades are not susceptible to weather deterioration, such as moisture absorption, wood checking and rot, and fabric blistering, which reduce the life of conventional blades.



CG ICEBREAKER, USCGC *Bittersweet* (WAGL 389), helps USS *San Bernardino County* (LST 1110) supply Dewline.

BOOKS

PROFESSIONAL EMPHASIS IN THIS MONTH'S SELECTIONS

WHO IS JANE? If you've been in the Navy any time at all, you've heard of Jane's *Fighting Ships* and *Janes All The World's Aircraft*. But who (or what) is Jane?

Jane's Fighting Ships—1955-56 is one of the books selected by the Bureau of Naval Personnel library staff this month for your interest and pleasure. Although distribution of Jane's is limited to the larger libraries and to those activities which require the book in their professional work, you should still know what is meant when reference is made to Jane's.

Jane's is a publishing company which specializes in compiling—and publishing—information concerning the navies and aircraft of the world. For a Navyman who is interested in the basic tools with which he works, a careful study of Jane's is essential.

It is a reference work which, in the 57th edition, runs to some 500 pages and describes the fighting

ships of 59 nations, ranging from Australia to Yugoslavia. It tells of the navy of Ceylon, with its total of eight coastal craft and 700-plus personnel as well as a detailed description of the major navies of the world.

In this edition, the amount of new material is well above normal, mainly because of the partial completion of rearmament programs begun a few years ago. More than 450 new illustrations—some 300 photographs and 150 line drawings—have been included, some of them of new warships, some replacing older illustrations. The total number of illustrations is nearly 2700.

This edition marks the completion of a project begun five years ago, the conversion of all silhouette drawings to a uniform scale so that relative sizes can be seen at a glance.

It also shows the gradual trend toward the navy of the future, with new weapons such as guided missiles, nuclear explosives, quick firing guns, nuclear power for submarines and other ships, a surprising number of wooden ships to help defeat the menace of the magnetic mine, as well as changes in the size of ships and their nomenclature.

The expansion program of all the navies of the world is given in detail. Photographs and specifications of *uss Forrestal* (CVA 59) are given, as well as *uss Nautilus* (SSN 571) and other innovations of the U. S. Navy and other countries. New information about Russian ships is given in the 33 pages devoted to the Soviet navy.

As usual, the data includes naval flags, strength of fleets, naval appropriations, personnel, silhouettes, class lists, photographs and line drawings and complete specifications.

All this makes Jane's the standard reference book of its field.

Also in the line of professional development are a number of interesting titles on travels and customs in countries in which you may find yourself serving on active duty. It goes without saying that the better you understand the people of other lands, the better you will like and appreciate them—and vice versa.

If you foresee duty in the Pacific area, you'll be interested in such titles as: *Bare Feet in the Palace*, by

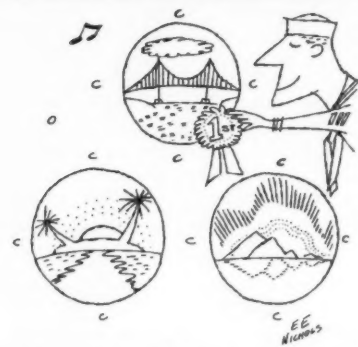
Agnes Newton Keith; *Japan's Modern Century*, by Hugh Barton; *Korea Tomorrow*, by Kyung Cho Chung; *Japanese Etiquette*, compiled by the World Fellowship Committee of the Tokyo YWCA; *Japanese Are Like That*, by Ichoro Kawashi; and *Hawaii and Its People*, by A. G. Day.

Bare Feet tells, in personal terms, of the democracy which has come to full stature in the Philippines with the election of President Magsaysay. *Modern Century* tells the complex story of Japan's transformation from a semi-feudal, agrarian society to the industrial world power it is today. Good, solid history. *Korea Tomorrow* is a comprehensive study of Korea in which the author gives a detailed description of the history and geography of the country, its social organization and cultural patterns, its economy and its politics. *Etiquette* is designed to aid the Westerner in his contacts with the Japanese people, and the Kawashi volume attempts to explain them. *Hawaii* is a one-volume history and romance.

There are also a series of guide books to European countries. *Guide to Europe and the Mediterranean*, by Richard Joseph is an excellent discussion of your trip to Europe, from making arrangements and how to get there to a history and description of places of interest, where to stay and eat and answers to all the problems which normally arise. The "World in Color Series," edited by Dore Ogrizek and J. C. Rufenacht, covers most of the European countries you are likely to visit—Western Germany, Austria, Italy, Switzerland, Spain, Greece and North Africa. The volumes are handsomely decorated, have an easy, casual style of presentation, and are crammed with information.

Tired of non-fiction? Then relax with *The Corsair*, by Madeline F. Kent, which tells the story of Jean Lafitte, the "pirate" of the Gulf of Mexico. Always a controversial and glamorous figure, Lafitte is depicted here as a thoroughly sympathetic character, a man of his time, forced by circumstances into the roles he played. He considered himself a corsair (and always resented the term "pirate"), a gentleman and patriot. He was devoted to the cause of France until he adopted that of his new country, the United States. An idealist, his story from its stormy youth to his disillusioned advancing years, makes superb reading.

SONGS OF THE SEA



From the Northern Lights to the Golden Gate

The sight of a tropical sunset
With its brilliant red and gold,
And the shimmering glow
Of the Northern Lights
Are wondrous sights to behold.
But the most beautiful scene you'll
encounter,
And one that is well worth the wait,
Is the view from the deck of a home-
coming ship
When you look at the Golden Gate.

FALL OF FORT FISHER



The closing phases of the Civil War saw the Army, Navy and Marine Corps combine forces to reduce, in a direct frontal attack, one of the strongholds of the Confederacy—Fort Fisher. Here's the story of the Navy's part in this enterprise, as told by those who participated, from commander of the task force to ensign.

By the end of 1864 the blockade maintained by the Union Navy had become a vital factor in the economic strangulation of the South. On the Atlantic coast, only one seaport, Wilmington, N. C., remained open to the Confederates. It was obvious that if Wilmington were to be closed, the final link connecting the South with its sources of supply in Europe would be broken.

However, Wilmington was guarded by formidable Fort Fisher, which was located on a narrow tongue of land at the entrance to Cape Fear River. If this fort could be taken, further progress up the river to Wilmington would be relatively easy. In any event, blockade running (see July 1955 issue of ALL HANDS) would come to a complete stop.

Fort Fisher presented formidable obstacles to the Union forces. It had two sides; one more than three-fourths of a mile long faced the sea, and from its northern end of the other extended inshore at right angles for nearly a quarter of a mile across the neck of land to the river. The fort itself consisted of a shelter of massive and scientifically laid-out earthworks, with good traverses and bombproof chambers. Besides numerous smaller pieces, 44 heavy guns were mounted in barbettes, though the ammunition for them was relatively short. In front of the northeastern or

land face, a high palisade of logs had been constructed, and beyond this were numerous underground torpedoes (or land mines) for defense against an assault by land.

(The first joint Army-Navy attack, initiated in December 1864, was repulsed.)

The second attack against Fort Fisher was launched on Jan 13, 1865, when eight thousand troops were landed on the beach to the northward and the Fleet then proceeded to bombard the works. On the following day, while the Army consolidated its position and prepared to advance, another purely naval attack was made, with special attention being given to dismounting the hostile guns on the land face which would be brought to bear against the Federal Army. The Confederate fire was silenced and some of their guns dismounted in a general bombardment lasting nearly all day, and continued by a few ships into the night.

For the final attack it was arranged that 1600 blue-jackets and 400 Marines should be landed from the ships to "board" the sea face while the soldiers assaulted on the land side of the fort. The Fleet moved into position and began a bombardment after 0900. At about noon the land-

From Report of the Secretary of the Navy, Appendix, Government Printing Office, December, 1865.



FLEET OF FORT FISHER expedition under command of RADM David D. Porter prepares to leave Hampton Roads.

ing detachments from 35 ships were sent ashore to the north of the fort and organized into four divisions.

Most of the landing party looked upon the enterprise as a lark, little suspecting that they were about to lose nearly one-fifth of their number.

As the naval shore party's attack took place on the sea face, the Union troops gained the highest parapets on their front and opened fire on the Confederates who were engaged against the bluejackets.

At this crucial stage, RADM Porter directed New Ironsides and the monitors to fire on the traverses occupied by the defenders. Fifteen of these heavy bombproofs were thus cleared in advance of the Union troops who occupied them successively. The fighting lasted until 2200, when the Confederate garrison surrendered.

Below are the reports of RADM David D. Porter and commanding officers of various vessels and detachments, paraphrased in part for easier reading.

REPORT of RADM David D. Porter (January 1865)

Sir: I beg to leave to submit a detailed report of the operations against Fort Fisher, having received all or nearly all the information required to make out a complete report.

As soon as Major General Terry arrived, we arranged together a plan of operations, which have proved successful.

The weather was threatening, and I advised the general to get his transports inside the harbor to avoid the violence of the coming gale; most of them, however, lay outside.

The gale blew very heavy for two days and nights. The ships-of-war all held on, and rode out at their anchors except *Colorado*, which was obliged to go to sea, as she had only one anchor left. With this alone she could not possibly have ridden out the gale, the sea being very heavy from the southwest, and breaking clean over the vessels. Knowing that the transports had arrived, the commanders all made strenuous exertions to keep their vessels at anchor off Beaufort, North Carolina, to be ready for the move that was about to be made.

Having expended almost every shot and shell in the first bombardment, it became necessary to take in about

fifteen thousand more, and fill up with coal, which was done under the most adverse circumstances, the large vessels all lying outside in a heavy sea, and filling up as best they could.

The fleet, accompanied by the transports, steamed away on the 12th for Fort Fisher, and the wind being fair and moderate, I was in hope that we would be able to land the troops by 9 or 10 o'clock that night.

Some of the vessels that accompanied the last expedition were badly damaged in various ways. *Sassacus* had both rudders disabled, but was ready in time. *Mackinaw* had one of her boilers knocked to pieces, but her commander would go on one boiler. *Osceola* was in the same condition—one boiler smashed up with shot and a hole near the bottom—was ready for anything, and I heard no complaint from anyone. With such a disposition on the part of the officers, I anticipated the most favorable results.

At 8.30 a.m. signal was made to the fleet to send boats to transports to land troops. At 2 p.m. we had landed 8000 men, with 12 days' provisions and all their intrenching tools.

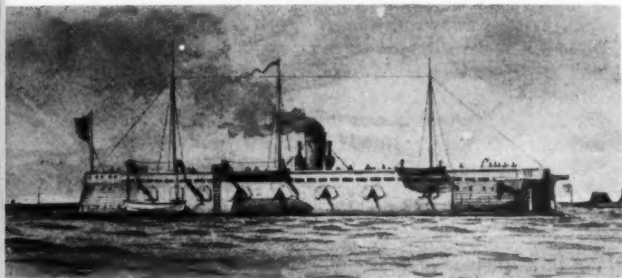
The different lines having formed into line of battle, steamed toward Fort Fisher, with *Colorado* leading, (*Minnesota* having got a hawser around her propeller). The vessels took their positions handsomely—having had some practice at that place—and delivered their fire as they fell in. The rapid fire of the monitors and *Ironsides* kept the rebels partly away from their guns, and they inflicted no damage on the fleet, the firing being very unsteady; indeed, I don't see how they could fire at all. After lines Nos. 1 and 2 got fairly anchored in position, the bombardment was very rapid and severe. This was continued without intermission from 4 p.m. until some time after dark, when the wooden vessels were ordered to haul out the anchor. The monitors and *Ironsides* were directed to keep up the fire during the night. The enemy had long ceased to respond to our fire, and kept in his bombproofs.

Having found that the rebels could still bring some heavy guns to bear, which annoyed us somewhat, I determined to try another plan, and on the morning of the 14th ordered in all the small gunboats carrying 11-inch guns to fire slowly and try and dismount the guns on the face of the works where the assault was to be made. *Brooklyn* was ordered to throw a pretty quick fire to keep the rebels from working their guns. The attack was commenced at 1 p.m. and lasted till long after dark.

One or two guns only were fired this day from the upper batteries, inflicting no serious damage on any of the vessels except cutting away the mainmast of *Huron*, and hitting *Unadilla* once or twice. These guns we silenced when a rapid fire was opened. The attack of the gunboats lasted until long after dark, and one vessel was employed firing (an hour each) throughout the night.

It was arranged between the general and myself that the ships should all go in early, and fire rapidly through the day, until the time for the assault came off. The hour named was 4 p.m. I detailed 1600 sailors and 400 marines to accompany the troops in the assault—the sailors to board

NEW IRONSIDES leads the monitors in close to the shore batteries to draw fire and locate position of fort's guns.



the sea face, while the troops assaulted the land side.

Most of the sailors were armed with cutlasses and revolvers, while a number had Sharpe's rifles or short carbines. There was a perfect understanding between the general and myself, and a system of signals established (by the Army code) by which we could converse at our pleasure, though nearly a mile apart and amid the din of battle.

At 9 a.m. on the 15th the squadron was signalled to attack in three lines. All the vessels reached position at about 11 a.m. and each opened fire as they got their anchors down.

The same guns in the upper batteries opened again this day, with some effect, as you will see by reference to the reports of the different commanders; but no vessel was injured sufficiently to interfere with her efficiency. The fire was kept up furiously all day. The Mound Hill battery kept up rather a galling fire with its two heavy guns, but the rebels were driven away from the works into their bomb-proofs, so that no vessel was disabled.

At 2 o'clock I expected the signal for the vessels to "change the direction of their fire," so that the troops might assault. The sailors and marines had worked by digging ditches, or rifle-pits, to within two hundred yards of the fort, and were all ready. The troops, however, did not get into position until later, and at 3 o'clock the signal came. The vessels changed their fire to the upper batteries; all the steam-whistles were blown, and the troops and sailors dashed ahead, nobly vying with each other to reach the top of the parapet; we had evidently (we thought) injured all the larger guns, so that they could not be fired to annoy any one. The sailors took to the assault by the flank along the beach, while the troops rushed in at the left through the palisades that had been knocked away by the fire of our guns.

All the arrangements on the part of the sailors had been well carried out; they all succeeded in getting up to within a short distance of the fort, and lay securely in their ditches. On rushing through the palisades, which extended from the fort to the sea, the head of the column received a murderous fire of grape and canister, which

did not, however, check the officers and sailors who were leading. The parapets now swarmed with rebels, who poured in a destructive fire of musketry.

I witnessed the whole affair, saw how recklessly the rebels exposed themselves, and what an advantage they gave our sharpshooters. Notwithstanding the hot fire, officers and sailors in the lead rushed on, and some even reached the parapet, and a large number reached the ditch.

In the meantime the troops were more successful on their side. The rebels, seeing so large a body of men coming at them on the sea side, were under the impression that it was the main attack, and concentrated the largest part of their forces at that point, and when they gave three rebel cheers, thinking that they had gained the day, they received a volley of musketry from our gallant soldiers, who had been successful in gaining the highest parapet. Then commenced such a system of fighting as has never been beaten. Our soldiers had gained two traverses, while I directed *Ironsides* to fire on the traverses occupied by the rebels. Four, five, and six traverses were carried by our troops in the space of an hour.

These traverses are immense bomb-proofs, about 60 feet long, 50 feet wide, and 20 feet high, 17 of them in all, being on the northeast face. Between each traverse or bomb-proof are one or two heavy guns. The fighting lasted until 10 o'clock at night, *Ironsides* and the monitors, firing through the traverses in advance of our troops, and the level strip of land called Federal Point being enfiladed by the ships to prevent re-inforcements reaching the rebels.

General Terry himself went into the fort, and I kept up a constant communication with him until three hearty cheers, which were taken by the fleet, announced the capture of Fort Fisher. Finding that the general felt anxious about the enemy receiving re-inforcements, I directed the sailors and marines to relieve the troops in the outer line of our defences, and a large number of soldiers were thus enabled to join our forces in the fort.

It will not be amiss for me to remark here that I never saw anything like the fearless gallantry and endurance

BOMBARDMENT of the Fort came from ironclads in close and heavier fire from wooden ships further out.



displayed by our troops. They fought like lions, and knew no such word as fail. They finally fought and chased the rebels from traverse to traverse until they reached Battery Lamb, or the Mound, a face of work extending about 1400 yards in length. At this point the rebels broke and fled to the end of Federal Point. Our troops followed them up, and they surrendered at discretion.

Thus ended one of the most remarkable battles on record, and one which will do more damage to the rebel cause than any that has taken place in this war. Twenty-three hundred rebels manned Fort Fisher; 1900 were taken prisoners; the rest were killed or wounded. I may have stated some inaccuracies with regard to these military matters, which I will leave to General Terry to supply.

I have since visited Fort Fisher and the adjoining works, and find their strength greatly beyond what I had conceived. An engineer might be excusable in saying they could not be captured by regular siege. I wonder even now how it was done. The work, as I said before, is really stronger than the Malakoff tower, which defied so long the combined power of France and England; and yet it is captured by a handful of men under the fire of the guns of the fleet, and in seven hours after the attack commenced in earnest.

I cannot say too much in praise of the conduct of this fleet during the time we have been engaged in these operations. I do not know an officer in command who has not performed his duty to the best of his ability. There may be some who have done better than others, but, after all, that may be a mere matter of opinion.

As soon as the forts were taken, I pushed the light-draught gunboats into the river; that is as soon as I could find and buoy out a channel and take up the torpedoes, which were very thick. We found the wires leading to may, and under-ran them with boats. We found the torpedoes too heavy to lift with our ordinary boats, and they must have contained at least a ton of powder. The rebels seemed disposed to pay us back for the famous torpedo Louisiana, which exploded in their harbor.

We had some difficulty in getting the vessels across the bar and into the river, as the channel is very narrow and the bar very shoal; a few of them got stuck, but were got off again with the tide. We all came to the conclusion that we had followed the right plan to capture Fort Fisher, one in which the nautical man of any sense will concur. After I got three of the gunboats inside the bar and under the Mound the rebels prepared to evacuate Fort Caswell. Two steamers near the fort (which I think were *Tallahassee* and *Chickamauga*) were set fire to and blown up after the rebels had set fire to the fort that blew up last night with a heavy explosion, followed by some minor ones. The barracks were apparently in flames all night, and some little works between this and Caswell blown up. I have sent vessels to see what has been done, and shall be governed accordingly.

I think they are burning up everything in Wilmington, and are getting away as fast as they can. In the meantime a large force of gunboats occupies the river between Caswell and Wilmington. That place is hermetically sealed against blockade-runners, and no *Alabamas* or *Floridas*, *Chickamaugas* or *Tallahassee*s will ever fit out again from this port; and our merchant vessels will soon, I hope, be enabled to pursue in safety their avocation.

We expended in the bombardment about 50,000 shells, and have as much more on hand. I feel much indebted to the Bureau of Ordnance for so promptly supplying us.

The number of guns captured in these works amounts to 75, many of them superb rifle pieces and very heavy calibre.

All of those facing the ships were dismantled or injured so they could not be used, or the muzzles were filled up with sand or dirt, which rendered them useless.

REPORT of LCDR James Parker, Minnesota 16 Jan 1865:

The party of officers and men detailed from this ship in the assault upon Fort Fisher consisted of 190 officers, sailors, and firemen, and of 51 marines. The sailors were divided into four companies, to which proper sergeants and corporals were assigned. Very many of the men had been in the army. Such as had been were armed with Sharpe's rifles, and the rest with cutlasses and revolvers.

The whole party, 241 in all, was under my command. We left the ship at 11 a.m., and landed on the beach about one mile and a half from Fort Fisher.

The sailors were formed in three divisions according to the divisions of the fleet, each division under the command of the senior officer from that division. The men were formed in column, and advanced up the beach towards Fort Fisher some distance. The enemy opened up on us with shell and grape, and it was deemed advisable to form in line. This was done, the marines in front, and then the march towards the fort resumed by the right flank of companies. Discovering that the beach offered some protection to the force, the flank march was again resumed, and we went along the beach close to the water's edge until about a mile from the fort. Here the men were ordered to lie down under cover of the crest of the beach to await the assault of the army. The enemy kept up the fire with their rifles, and occasionally treated us to a stand of grape, while the shells of the fleet passing over us on their way to the fort made horrid music, and some few bursting prematurely, scattered rather nearer than was agreeable.

About 3 o'clock the troops were observed moving to the assault, and the order was given to the sailors and marines to advance. This they gallantly and rapidly did under a very heavy fire of musketry and occasional grape from the enemy, which became very hot as the fire from the fleet ceased.

The assaulting column pressed forward until we reached the palisades of the fort at their point of junction with the beach, and a few of the officers and men pressed beyond them a few yards.

Here the fire of the enemy became so hot that the advance along the beach was checked and the direction of the advance was changed along the palisades. Many officers and men had been killed, and large numbers wounded. I had been fortunate enough to reach the palisades in safety, and was among those at the point nearest the fort. Quite a large number (perhaps 200) of officers and men were congregated along the palisades; all the officers from this ship, including Captain Butler of the marines, were there, except Lieutenant Woodward; and the latter was near some sand-hills only a few yards off. Very nearly all our sailors were there, and some of our marines.

While reconnoitering through the palisades, I observed quite a number of the enemy upon the parapet of the fort without arms, waving their hats to us as if desirous to surrender. I gave the order to advance, and advanced to the top of the sand-hill, and partly through the beach than in the palisades. As I did so, I turned to see if the

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others were following, and, to my surprise, I saw that only about sixty remained with me. Finding that the enemy were concentrating their fire upon those who remained, I ordered these behind the palisades and went myself.

Here the party remained until dark, when we came safely away, bringing with us our wounded, our arms, and colors.

It gives me great pleasure to testify to the gallant conduct of the officers and men from this ship. It is my belief that nearly all the men reached the palisades. Of about 20 to 25 (not more than the latter) dead that fell at that point, eight were sailors of the *Minnesota*.

REPORT of Acting Ensign George H. Wood, Chippewa January 1865:

With a crew of 15 men, armed with cutlass and revolvers, I proceeded in the ship's launch to the flag-ship *Malvern* to report for duty as part of the storming party. We landed through the surf safely, leaving two men in charge of the launch as boatkeepers. Soon after Acting Ensign William H. De Grosse, from this vessel, landed in charge of the first cutter and seven men, armed. By 1.30 we were drawn up in line of battle. It was then that Rear-Admiral Porter's orders were read to us, and it was 3 p.m. when we made our advance.

While marching up the beach, our line being changed into columns, the marines passed us next to the water, on the double-quick, going towards Fort Fisher. The enemy's bullets began to pick off our men, and the order was given for us to lie down, and I think that some of our men were wounded then. Soon after the order was given to advance, and we started on the double-quick and advanced, to the best of my knowledge, within eight hundred yards of Fort Fisher, when the order was again given to halt, and we got under cover as much as possible. This was what the men needed, for we were out of breath.

Soon after the order was again given to charge, and, with revolvers in one hand and cutlasses in the other, we made the charge, the *Chippewa* men keeping in good order, Mr. De Grosse on the left and myself on the right. It was near the stockade that our ranks were thinned so badly. I saw that there were but few men ahead of our little party, when I turned to urge my men on—William McGill was close to me, bearing our flag bravely, and Mr. De Grosse a little to the rear, with his sword waving

high in the air, shouting to the men to come on. Here is where our lines were broken, but we still kept on parallel with the stockades, which are built from the beach to the fort. There was an opening in the stockades, which we made for, and it is here I passed Lieutenant Commander James Parker in this opening, shouting for the men to come on. When I passed through this opening there were five men ahead of me, William McGill, Richard Gallagher, John Wilson, and two other men (not of our ship). I wish I knew the brave fellows' names; one of them was shot.

I went 50 feet up on the other side of the stockade; and when I saw no one was following me I retreated to get behind a pile of sand which was thrown up at the opening in the stockades. They were about 12 feet high, and were on a line up from the beach and it was through this opening we tried to enter; but it was too hot. The parapets of the fort seemed to be lined with men. We could not return the fire even one shot for one hundred. I was completely exhausted, for we had made a long charge.

I crawled in back of the stockade, and there I found 60 officers and men throwing up sand against the stockade for protection. I joined the number, and commenced throwing up sand also, and it seemed that for every handful of sand thrown up, there ten bullets came. I found four of *Chippewa's* men, and have since learned that another was there, but down at the end of the stockade, with Lieutenant R. K. Lamson, who lay there wounded in the arm. When dark set in we retreated down the beach, one by one, and with my four men we picked up a wounded sailor, bringing him down the beach with us to the hospital, which was about half way from the Half Moon battery to Fort Fisher. Leaving the hospital, I fell in with three or four more of my men, and falling in with one of our commanding officers, I was ordered to take my men and go down to army headquarters.

The fall of Fort Fisher was followed by an advance on the capture of Wilmington, some miles up the Cape Fear River, and by virtually the complete cessation of blockade running, since no other port was now available. Lee's army was thus deprived of a source of food and other supplies upon which it had been forced to depend, and the operation, therefore, contributed to the evacuation of Richmond a few months later and to the final surrender at Appomattox Court House.

IRONCLAD FLEET rides out one of the gales which Fort Fisher defenders hoped would stop the attack.



TAFFRAIL TALK

WHAT WITH ALL these new launchings of super-super ships, local shipyards may be interested in a trade secret we picked up in India. It seems that, to ensure a successful launching, each vessel reaches the water at Vizagapatnam via a poultice of squashed bananas—28,000 of them for the larger vessels. We think it's a slick idea.

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Navy recruiters received an unexpected assist because the commanding officer of Navy Communications Facility, Port Lyautey, fell into the habit of patronizing one specific gas station.

Through typical gas-station conversations, he learned that the manager, Lawrence Kruse, was a former radioman third, and was earlier attached to NavCommFac, Port Lyautey. At the nominal cost of six months' conversation regarding the advantages of Navy life and an unstated consumption of gasoline, the CO accomplished his mission and Kruse was induced to resume his naval career.

His first skipper? None other than CAPT F. R. L. Tuthill, usn, commanding officer, Naval Communications Facility, Port Lyautey.

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Speaking of recruiting, it may interest you to know that James D. Sailor, from Talladega, Ala., has decided to become one. And appropriately enough, Joyce Wave, of Panama City, recently joined the Waves. We can't help but wonder how an EM named Admiral would make out. Unfortunately, there aren't any of them in the Navy at the present time.

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Say what you will, the Navy eats well. The Provision Supply Office informs us that the men and women of the Navy will consume about half a million tons of food in general messes this year. This includes some 80,000 tons of meat, fish and poultry, 140,000 tons of fresh fruit and vegetables, 13,000 tons of frozen foods, 6000 tons of butter and 7000 of coffee, in addition to mountains of canned and processed food and bakery products.

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At times it's hard to get away from a discussion of food. Three MSTs ships—a couple of LSTs and an FSR (Army refrigerator ship)—are making daily shuttle runs from Japan to Korea, carrying tomatoes, cucumbers, cabbage, carrots, beats, lettuce, spinach, turnips, onions and radishes to the dinner tables of the armed forces in Korea.

The FSR is equipped with a special refrigerator unit, but a different system is used for the LSTs. Trucks back their vans through the open bow doors into the tank decks. The truck cabs are driven out, leaving the vans containing the vegetables in the ships ready to unload upon arrival in Korea.

To guarantee against contamination, all the vegetables are grown by hydroponics—the science of growing plants without soil in a liquid chemical solution.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

• AT RIGHT: CREW MEMBERS OF USS Tidewater (AD 31) relax in their ship's lounge while reading for knowledge and pleasure from books of their sea-going library.

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CODE OF CONDUCT

I I AM AN AMERICAN FIGHTING MAN. I SERVE IN THE FORCES WHICH GUARD MY COUNTRY AND OUR WAY OF LIFE. I AM PREPARED TO GIVE MY LIFE IN THEIR DEFENSE.

II I WILL NEVER SURRENDER OF MY OWN FREE WILL. IF IN COMMAND I WILL NEVER SURRENDER MY MEN WHILE THEY STILL HAVE THE MEANS TO RESIST.

III IF I AM CAPTURED I WILL CONTINUE TO RESIST BY ALL MEANS AVAILABLE. I WILL MAKE EVERY EFFORT TO ESCAPE AND AID OTHERS TO ESCAPE. I WILL ACCEPT NEITHER PAROLE NOR SPECIAL FAVORS FROM THE ENEMY.

IV IF I BECOME A PRISONER OF WAR, I WILL KEEP FAITH WITH MY FELLOW PRISONERS. I WILL GIVE NO INFORMATION OR TAKE PART IN ANY ACTION WHICH MIGHT BE HARMFUL TO MY COMRADES. IF I AM SENIOR, I WILL TAKE COMMAND. IF NOT I WILL OBEY THE LAWFUL ORDERS OF THOSE APPOINTED OVER ME AND WILL BACK THEM UP IN EVERY WAY.

V WHEN QUESTIONED, SHOULD I BECOME A PRISONER OF WAR, I AM BOUND TO GIVE ONLY NAME, RANK, SERVICE NUMBER AND DATE OF BIRTH. I WILL EVADE ANSWERING FURTHER QUESTIONS TO THE UTMOST OF MY ABILITY. I WILL MAKE NO ORAL OR WRITTEN STATEMENTS DISLOYAL TO MY COUNTRY AND ITS ALLIES OR HARMFUL TO THEIR CAUSE.

VI I WILL NEVER FORGET THAT I AM AN AMERICAN FIGHTING MAN, RESPONSIBLE FOR MY ACTIONS, AND DEDICATED TO THE PRINCIPLES WHICH MADE MY COUNTRY FREE. I WILL TRUST IN MY GOD AND IN THE UNITED STATES OF AMERICA.



